



The Aussie bicycle mag

Freewheeling

NUMBER TWENTY THREE \$2.00 JANUARY/FEBRUARY 1984

- * Summer Holiday Issue
- * Organised Bike Holidays - Local & Overseas
- * Road tests * Reviews * Travellers tales
- * Sydney to the 'gong Tour Pics
- * Melbourne's Bikepaths

Registered by Australia Post — Publication No. NBH 2266.

NISHIKI

Built by Master Craftsmen



Olympic 12 Specifications

Frame Size: 21" 23" 25"

Tubing: Tange Champion No. 2,
Double butted Cro-Mo

Stem: S.R. Alloy Mod CT

H/bars: S.R. Maes Alloy, W/Cushion
Grip

Brakes: Dia Compe 630 QS, QR
W/Guides Drilled levers, Gum Hoods

Crank Set: Sugino GT, 52/40T
Drilled Rings

Pedals: S.R. Mod SP 150

Chain: Izumi, Black/Gold

Saddle: Ariake Anatomic

Seat Post: S.R., Mod CT-P6

Derailleurs: Suntour ARX

Shift Levers: Suntour, TM-10-L
Down Tube

Freewheel: Suntour 13/30 Gold
6SP

Hubs: Sanshin, small flange alloy,
Q/release

Rims: Araya, Alloy Mod 16A

Tyres: Panaracer 27 x 1-1/8 skinside

Colours: Anthracite

Miscellaneous: Brazed-on water
bottle fittings, Suntour G.T. ends,
Chain Rest on Seat Stay, Chain Stay
Protector, AH Brake Mounting Bolts,
Crystal Cables.

Custom Sports and Mixte models also available.

Available from Leading Cycle Dealers

Distributed by Repco Cycle Company

REPCO

Freewheeling

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Cover photograph: A group of riders enjoying the peaceful environment of car-free Lady Carrington Drive in Royal National Park on this years *Freewheeling* Sydney to the 'gong Bicycle Tour. Photo this page: Many of the riders who took the challenge of cycling the 85 kilometres were jubilant when they finally reached Flagstaff Point. Both photos by Ric Bolzan.

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Classifieds

Readers Ads

Rates \$6 per 25 words or less. \$0.10 for each additional word. Payment with order please.

Your advertisement will be seen by over 12,000 readers, their friends and fellow cyclists nationwide. For details of full list of headings write to **Classified Ad. Dept. Freewheeling Box K26 Haymarket 2000.**

TourMates

Accounting: A brand new service for bicycle tourists — Hantrade/Freewheeling Tour-Mates.

In each issue a special classified section will be devoted to readers wanting to advertise for touring companions and trip departures.

If you are planning a tour and are seeking companions or want to join a tour, this service is for you. But here's the best part: the service is free.

You can participate by simply writing your name, address and notice enclosing a stamped addressed envelope.

Your **Tour-Mates** advertisement should be kept to 30 words (excluding name and address.) Ads over 30 words cost 20 cents per additional word (please include payment with ad.)

All ads published will need to contain your name and a contact address or telephone number. Ads received without name and addresses included will not be published.

So, if you are tired of the same old crowd use the **Tour-Mates** column to find new touring people and places.

Send your ad enclosing name, address and a stamped addressed envelope to **Hantrade/Freewheeling Tour-Mates Box K26 Haymarket NSW 2000.**

Cairns to Cape York cycle path reconnaissance. 4 weeks June-July '84. I can supply mountain bikes, camping gear etc and organize logistics. Write Trevor Strickland 17 Hall St, Cairns, Qld 4870.

Tour mate wanted for leisurely N.Z. trip with local male, 55, unattached, with fair knowledge of typography here. Correspond initially to arrange mutually suitable occasion. Ken Everett, C/o Dobson Sub Station, Westland, N.Z.

Three week tour of New Zealand. Arriving Auckland Dec. 9 '83 and departing Christchurch, Jan 2 '84. Seeking tour mates for all or part of tour. Contact John Harris 060 55 5300(bh).

Cycling partner wanted for tour of India. 2 months cycling from mid Feb. '84. Write Glen Hunter, 5 Westbourne Street, Lindfield 2070

FOR SALE

20 1/2" silver Alan frame, full campag super record equipped. Never ridden. \$1500 bike for \$1150. Quick sale. Phone 44 1479.

Bikes on stamps. All complete with bike scenes. 4 G.B. 1978 Touring Cent. \$1.35; 3 Italy, 1967 50th. Tour Italy, \$2.00; 2 Italy 1968 World Road Champa. 75c.; 8 Mongolia, 1982 Cycling \$1.50; 4 Upper Volta, 1980 Moscow Olympics, \$1.00; Postextra or lot \$6.50. Post Free, Beff Laker, P.O. Box 2, Runaway Bay, Qld. 4216.

Dealers Ads

MAIL ORDER

The Num-Bum Protector. A sheep skin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable washable. \$20 postage paid. Money back if not satisfied. Send cheque or M/O to C & N Locker, Happy Valley, Adamindaby NSW 2630.

Outdoors cooking the safe, speedy and silent way with high quality stove sets by Trangia of Sweden. Stove sets in two sizes with kettles and accessories to fit are now available. Delivered direct to your door by Freewheeling Mail Order. Use order form in this issue. Free catalogue sent with all new purchases.

Repairing your bicycle can be fun and save you money. We have the best Do-it-yourself bicycle maintenance books currently in print in our big bicycle information and accessories catalogue. Send for your free copy today. Freewheeling Mail order Box K26 Haymarket NSW 2000.

EQUIPMENT FOR SALE

Bob Jackson Super Tourist frames. All sizes. \$390. Inc alloy head set. 531 SL/All braze ons. Inner City Cycles 31 Glebe Pt. Rd., Glebe 2037. (02) 660 6605.

QUEENSLAND

Pro-Am Cycles Southbank. Brisbane's new bicycle show room. Call in and discuss your cycling requirements with Johnny Whip. Or phone (07) 44 2894. Corner of Grey and Russell Streets, South Brisbane 4101.

TASMANIA

Rent-A-Cycle Tasmania 10 speed, low gear, ing, all frame sizes, ladies or gents. Completely equipped for touring. Postal bookings accepted. Six years hiring experience. Brochure, rates, your questions — 138 St. John Street, Launceston Tasmania. Phone: (003) 31 5839.

For Rent Sydney/NSW fully equipped touring bikes, 10 spd, racks etc. Inner City Cycles 31 Glebe Pt. Rd., Glebe 2037. (02) 660 6605.

Freewheeling is now accepting classified advertisements from Australian Bicycle dealers. Your advertisement will be read by our 12000 readers nationwide. Ideal for Mail Order dealers as well.

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues. Six issues 15% discount. Payment with order. Deadlines Issue 21, 8th August; Issue 22, 10 October; Issue 23, 5 December; Issue 24, 6 February; Issue 25, 9 April; Issue 26, 4 June.

Mail to Classified Ad Dept. Freewheeling BOX K26, HAYMARKET 2000.

National Bike Events Calendar

JANUARY

January 28, 29, 30 Annual conference of Australian Cycle Trails to be held in Sydney over long weekend. Full details and membership forms from the Secretary, ACT Box 57 Broadway NSW 2007.

Saturday 18th February 200 km. tour of the cool and shady Dandenongs with a soft option of 100 km. of sightseeing. Starts from Bayswater at 8.00 a.m. Contact Roger McAlpine 754 3268. AUDAX.

MARCH

26 March National Heart Foundation Bike-a-thon to be held this year as part of Bike Week. Full details from NHF Melbourne.

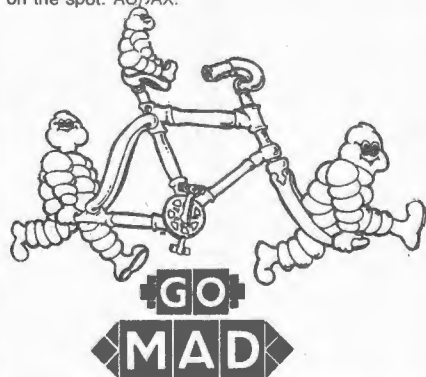
March 26 to April 1 Melbourne Bike Week. A big week of bike oriented activities. For full details contact State Bicycle Encouragement Co-ordinator Bill Dix (03) 617 4666.

Saturday 17th March 300 km. tour of Gippsland. Going to Leongatha, some of Victoria's finest scenery will be covered. Again a soft option of 200 km. will be run. Starts from Dandenong Railway Station car park at 7.00 a.m. Contact Roger McAlpine 754 3268. AUDAX.

APRIL

Saturday 14th April 400 km. over a range to Benalla but this ride is surprisingly easy. A 200 km. option is available by finishing at the turn. Starts from the Lilydale Station at 8.00 a.m. Contact Ron Filsell, 874 6431. AUDAX.

Saturday 28th April Annual General meeting; members only, but why not come and join the club on the spot. AUDAX.



April 1 Yes folks its that time of the year again. The second annual Michelin Autumn Daytour, MAD for short, will be held over a 100 kilometre course on the outskirts of Melbourne. Organised by the Melbourne Bicycle Touring Club. For full details contact (03) 241 4453.

How to Advertise in this Calendar

You can notify us of your events by writing to **Freewheeling National Bike Events Calendar** Box K26 Haymarket NSW 2000, or by phoning Warren Salomon on (02) 264 8544. We are not able to list tours for club members only but will mention the important work of clubs in the magazine from time to time and as well publish lists of contacts.

New Products and Ideas



Safety helmet

The Daylyte is a new bicycle helmet made of ABS plastic with foam polystyrene enclosed liner. The helmet comes in a single shell size with individual head fitting possible by means of an adjustable internal harness.

Additional features of this New Zealand manufactured

helmet are: adjustable head-band and harness which permits an air flow between head and shell; and standards approval to AS2063.

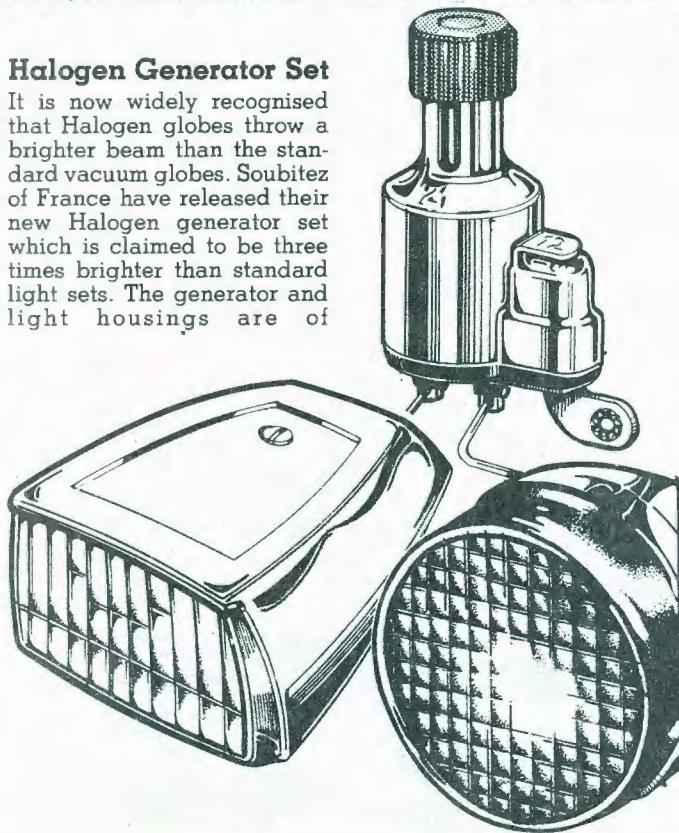
Readers of overseas bicycling magazines will recognise a similarity to the north American marketed Bailen helmet. In fact the two are the same and originate from the Taranaki Equipment Company across the Tasman. Distributed in Australia by the Apollo Bicycle Company.

Smooth Sliders

Brake cables with self lubricating Teflon coated liners are now available in Australia. Two types are available: the Pedlar (Yoshikawa) and the ultra Glide by Cycle Sports. Both feature polyurethane inner liner to enable teflon coated inner cable to slide effortlessly around corners. RRP approximately \$5.80. Distribution: Cycle Sports, Bike Tech, Yoshikawa, the Pedlar.

Halogen Generator Set

It is now widely recognised that Halogen globes throw a brighter beam than the standard vacuum globes. Soubitez of France have released their new Halogen generator set which is claimed to be three times brighter than standard light sets. The generator and light housings are of



AFFORDABLE



The revolutionary Bellwether mounting system exceeds all its predecessors. A small coated aluminium hanger, that easily fits into the bag when not in use, and a nylon internal frame create a stronger and lighter support method. You can tension to the front forks or back to the stem, whichever is more appropriate. Since the only exterior hardware on the bag is the nylon block which the hanger slips into, you don't have velcro or hooks that might snag your clothing when you carry the pack on your shoulder. See figure 1.

Bellwether introduces the first all aluminium rooftop support system. Our new frame has a three sided support which gives maximum cargo stability and a safer ride. Two aluminium struts join the rear of the frame to the roof. This creates a rigid triangle on both sides. We support the pack with two coated aluminium hooks. Rubber bungee cording is attached to the carry hooks and then using a "S" hook connector you can attach to the flange on your carrier or the drop out on your bicycle. Both the #5000 and #5001 will fit any carrier that is now being marketed.

The packs can be carried with the shoulder strap that is provided and they arrive fully assembled and ready to use. See figure 2.

Professional Packs — The finest tools for touring. All have: coated 8 oz. 420 denier parapac nylon cloth — double pull Y.K.K. coil zippers with large rain flaps — reflectorized insignias — aircraft quality hardware — fit all carriers.

New all aluminum internal pannier frame is explained below

5000 The perfect touring tool — 4 exterior pockets — large front opening main compartment — all aluminum internal frame — quick release attaching system — coated hooks — luggage style carry handles — shoulder strap included.
size — 13" x (13"-10") x 5½" Vol. 2260 cu. in. Wt. 2lb 7 oz.

5001 Front or rear pannier — one large compartment in each bag size — 13" x 10" x 5½" Vol. 1430 cu. in. Wt. 2lb.

3200 Front pack — patented internal separating frame — large front pocket and 2 expandable side pockets - removable map cover size — 10" x 10" x 5" plus pockets. Vol 600 cu. in. Wt. 19 oz.

1500 Seat or mini front pack — ladderlock seat fasteners — reinforced cable guard — third tie down to stop sway.
size — 9" x 6" x 5" Vol. 270 cu. in. Wt. 7 oz.

Colours: Royal Blue — Bright Red

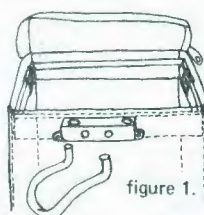


figure 1.

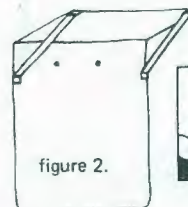


figure 2.



SOLE AUSTRALIAN DISTRIBUTORS
LEISURE BIKES

P.O. BOX 1026,
NORTH RICHMOND VIC. 3121
PHONE: (03) 861 6771

New Products and Ideas

lightweight construction and the alternator unit is 6 volt x 3 watts. All fittings are supplied. Distribution: Hantrade.

Rear Vision

Cat Eye of Japan have added a new model rear vision mirror to their range. The model BM-300H-R fits to the handlebar and features an unbreakable convex lens. The universal 3 way angled arm permits adjustment to suit riding position. Approximate price: \$3.00. Distribution: TI-Raleigh.

Navy Lights

Navy Lights, those old battery operated chrome bike lights, have updated their equipment. The new lights are an

all plastic housing with a large lens, clear for front and red for rear. The Navy Lights come with fittings and cost about \$4.00 for front and \$4.75 for rear. Distributed by H & L Imports.

More from Minoura

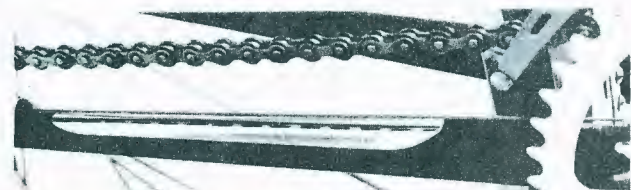
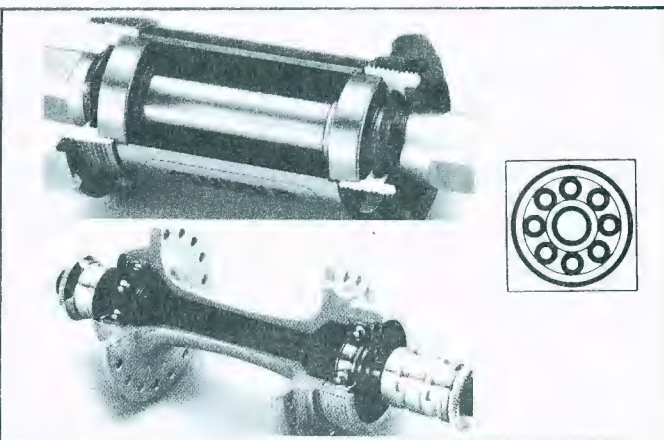
This innovative Japanese accessories maker has released two more products for bike riders. The alloy spoke key is available in a gold anodising and fits the most common sized spoke nuts of 14 or 15 gauge. Its light weight will be appreciated by cyclists who take a full tool kit with them on tour. \$4.00 retail approximately. A stainless steel chain stay protector is a tidy way of preventing unsightly

wear to the right hand chain stay of a bike. The protector comes with a self adhesive back and can be applied to any standard ten-speed chain stay. \$1.75. H & L Imports.

Sealed Bearings Galore

The advantages of sealed bearings are many but in the past they have not been used,

primarily because of difficulties in providing a less expensive product that could compete with the conventional types. Modern production techniques have meant a proliferation of types. Sun-Tour now make bottom bracket sealed bearing axle sets which are easy to fit and replace. In fact the replacement procedure is so speeded up that manufacturers will



Pour les Cyclotourists Flashlight tent by Sierra Designs

Flashlight is a roomy, sturdy, ultralight tent. Ideal shelter for the touring cyclist, it will protect you from the worst of weather. Flashlight offers comfortable accommodation for two people or absolute luxury for one.

The trapezoid frame tensioned aluminium pole is stronger than you'll ever need, the snug rain-fly provides complete storm proofing. Flashlight is well ventilated through two screened windows. It pitches easily in under 90 seconds with only four pegs.

Workmanship is of the highest order, with double needle lap seams, taped hems and generous reinforcement at stress points. Flashlight has a lifetime warranty on material and construction defects.

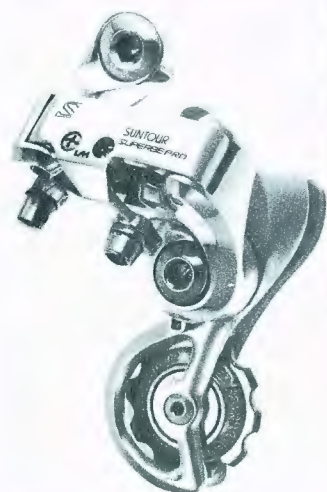
Order for \$372
or send for complete
catalogue to
Packed size: 4"x17" Wild Country
Total weight: 3lb 9oz PO Box 140
Elbow room: 59" Dickson, A.C.T. 2602
Length: 96" (062) 47 5362
Peak height: 44"



New Products and Ideas

eventually be doing as the Dutch already have and provide them as standard on all new machines.

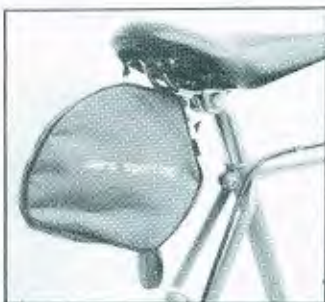
SunTour have also a new range of sealed bearing track hubs and road hubs in small and large flange. Distribution: Hantrade and Repco.



Superbe Pro

SunTour of Japan have upgraded their top-of-the-line

Superbe range and have released a new rear derailleur and down tube shift levers. The rear gear is aerodynamically styled and has allen key fixing bolts. Distribution: Hantrade and Repco.



Tool Bag

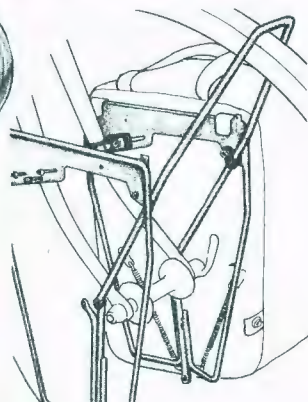
The Aero Sporting bag is a handy little zip opening nylon bag which sits in under the saddle. The bag comes with alloy frame which mounts to the seat rails and is big enough for a tool kit or even a folded tyre or tube. Approximate retail price: \$15.00. Distributed by H & L Imports.



Megalock

The makers of the high security Kryptonite bike lock have released another version of the lock for BMX enthusiasts. The Megalock is slightly smaller than the Kryptonite and is available in red, blue, black and silver. The lock fits into the K4 frame mounting

bracket and features the unique folding hinge system. Distribution: Bike Tech.



Eclipse Low-mount Rack

A new addition to the growing range of low mount front pannier racks comes from Eclipse, a US manufacturer of pannier bags and touring equipment. The Eclipse racks feature the slide mount channel exclusive to their bags. The rack also has attachment points for mudguards.

Sleeping Light Rockledge by J & H

This is J & H's ultralight superdown sleeping bag, ideal for those to whom warmth-for-weight is of prime importance. Rockledge is light but roomy, with a Mummy/Tulip shape for efficiency and full side zip for flexibility. Rockledge incorporates J & H unique design features such as vertical chest baffles, offset draught tube with 'zipglide' strip and stretch mesh baffles. The bag contains one pound of pure white superdown within a shell of hardwearing 'tenacious' cloth.

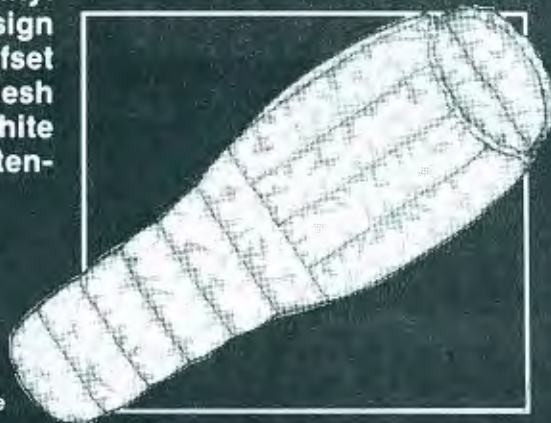
J & H ROCKLEDGE

NEW HIGHS IN DESIGN — NEW LOW IN WEIGHT

ORDER FOR \$238

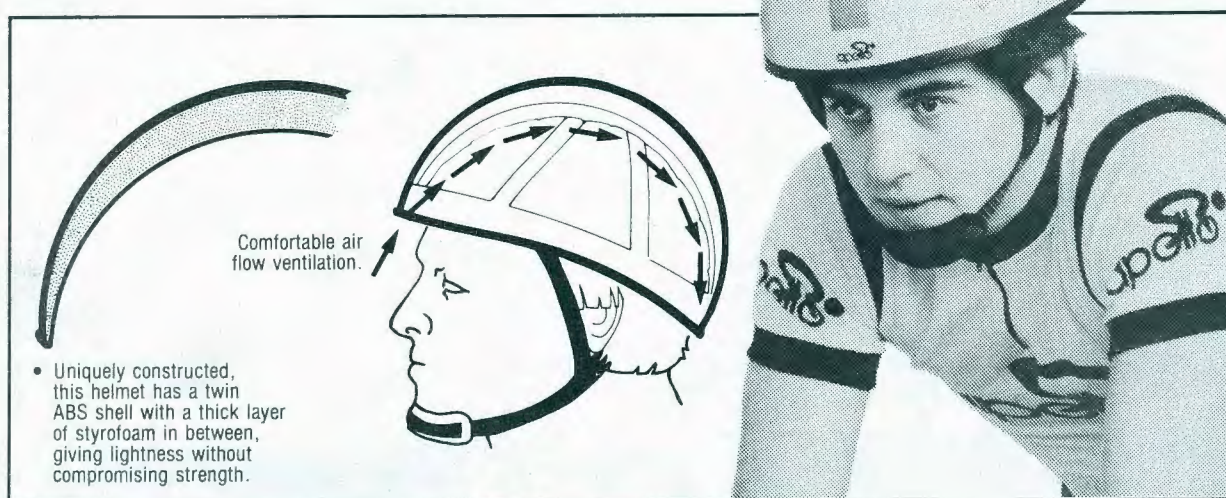
or send for complete
catalogue to:
WILD COUNTRY
PO BOX 140
DICKSON, ACT 2602

Packed size: 6" x 12"
Weight: 2lb 7oz
Fits people to 6' 2"
Extra-long model available
Temperature rating: -5°
Burgundy outer. Grey inner.



apollo

DALYTE TAKES ALL THE KNOCKS YOUR HEAD CAN'T



The Apollo Dalyte cycling helmet is outstanding in its field. Superbly light and comfortable, this helmet offers one of the highest degrees of safety available.

- Weighing only 490 grams, the helmet can be worn all day in complete comfort.
- The Apollo Dalyte was recently subjected to strenuous testing by the prestigious American Snell Foundation and was recognised as one of the best examples of protective headgear available on today's market.
- The Apollo Dalyte is head and shoulders above the rest in protection, visibility and lightweight comfort.
- The strap up harness has a quick release catch and removable chin cup; the fully

adjustable headband ensures a comfortable fit for all sizes.

- Meets NZS8601 and AS2063.
- A distinctive air flow ventilation system – no need for holes in the shell. The helmet is suspended away from the head – a design engineered to allow the flow of cool air to circulate between the top of the head and the helmet. Testing also proved that a full shell design without holes provides optimum structural strength while preventing branches, gravel and pointed objects from entering the helmet, (not to mention rain or bees). The Apollo Dalyte also incorporates safety reflector strip.

Manufactured by Taranaki Equipment Distributors Ltd., New Zealand. Marketed in the USA under the Bailen label. Distributed in Australia by the World of Wheels group of specialist bicycle retailers. Check the Yellow Pages for your local WOW dealer or contact: Apollo Bicycle Co. Pty. Ltd., P.O. Box 167, Wahroonga NSW 2076, Telephone (02) 487 1900.





Freewheeling Sydney to the 'gong Bicycle Tour 1983

**Sydney to the 'gong tour
attracts 700 riders to its
second running**

Sunday morning dawned fine and clear. The weather records say that there are on average 14 rainy days during November in the Sydney-Wollongong region. This year the 700 riders who took place in the second annual *Freewheeling* Sydney to the 'gong Bicycle Tour must have felt lucky for they rode on the only sunny Sunday of a very cloudy month.

Belmore Park soon began to fill and the (oops) inevitable cues began to form at the check-in desk. This year saw the last of a very good manual registration system. Next year the ride goes computerised as the only way of dealing with the large numbers of people wanting to participate in this unique event.

Unique it certainly was. For most of the newcomers, the ride was a totally new experience. Here were 700 riders travelling in relative safety. Only a few minor accidents occurred on the roads, along 85 kilometres of some of the most beautiful roads in Australia out of smoggy Sydney, through the forests of Royal National and along the rugged cliff-lined coast of the Illawarra region on to steel city — Wollongong.

The most appreciated aspect of the ride by the participants was the level of support offered. The *Freewheeling* Sydney to the 'gong is a fully supported tour. Riders only need bring a few personal belongings and their bikes to enjoy the day.

Ozbike Tours the organisers, provided vehicle back up, first aid personnel, five breakdown crews from local bike shops, morning tea at Audley, some entertainment along the route, signs to show the way and a train trip back to the start.

Most people thought it was a great idea and asked if more such rides could be organised. The organisers thought ahead to next year and said that for the moment that one's enough.

Fully supported rides are common in overseas countries and have been a major contributing factor in the spectacular growth of bicycle touring there. There is no doubt that what people want is more such rides. The problem up until last November is that the concept was totally unknown and untried in Australia. From now on there will be many others.

Rides like the 'gong tour need a lot of organisation, but are definitely worth the effort.

So now the '83 tour is over, what of next year's event. In 1984 the city of Wollongong celebrates its 150th



*freewheeling
sydney to the 'gong*

anniversary and the *Freewheeling* Sydney to the 'gong Bicycle Tour will form a very important part of the programme. The ride to be held on Sunday the 25th is expected to cater for a maximum of 3000 riders. To fit everybody onto the road, riders at the head of the group will be fully catered for and fixed morning tea, lunch, afternoon tea and finish points will operate for longer periods during the day. Riders will be encouraged to travel at their own pace and the start at Belmore Park will be staged over a longer period starting a bit earlier than this year. Entry forms will also appear earlier in the year.

Now see the ride

In autumn next year the film of the 1983 ride is expected to be ready for public screening. Special movie nights will be arranged in Sydney and Wollongong for riders and their friends. Watch the next issue of *Freewheeling* for an announcement of the screening dates.

To tell the story of the '83 ride we chose to save a few thousand words and present a special picture essay. Photography is by Ric Bolzan and words by Warren Salomon.

PHOTO FEATURE

1. From 7 a.m. riders began assembling in Sydney's Belmore Park to check in and join the 699 other riders who would complete the 85 km to Wollongong.
2. Riders were given words of encouragement and welcome by ride compere Max Norden.
3. Volunteer guides and ride staff wore bright yellow tee-shirts as identification.





4. At 8 a.m. the first group left the park and commenced their ride through the quiet Sydney streets.

5. Before long the riders were strung out over about 25 kilometers of road onto the morning Tea shop at Audley.

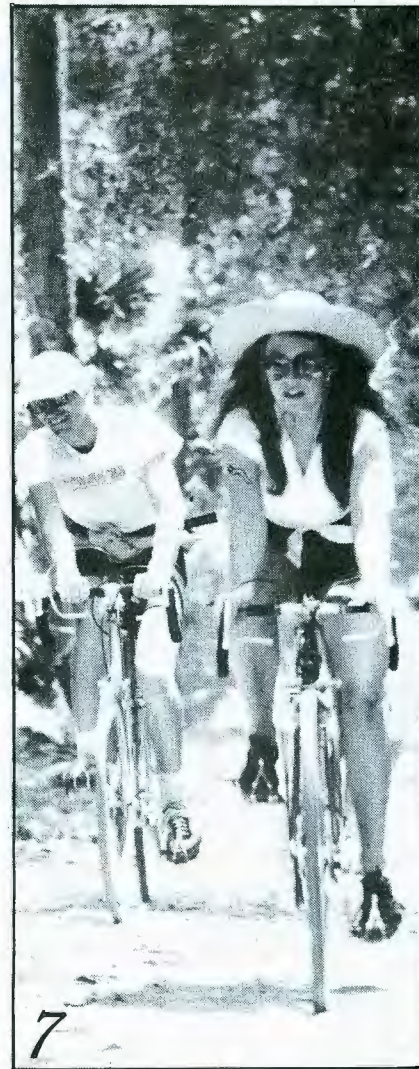
6. At Audley riders lined up for their free morning tea and consumed many kilograms of cake and drank litres of tea and coffee.

7. From Audley to the lunch stop the ride continued along the eight kilometres of Lady Carr-

ington Drive, which had been closed to vehicle traffic by the National Parks and Wildlife Service to allow the ride to safely proceed.

8. Lunch time activities consisted of the Great Puncture Repair Race ran over a 50 metre course to the amusement of onlookers.

9. After lunch riders climbed through the forests of Royal National Park to the tip of Otford Hill. Here the Illawarra coastline spread out before them.



Go bush with Ricardo!

New! from RICARDO... the BUSH BIKE... with the Australian built frame, designed tough in Australia for tough Australian conditions.

BUSH BIKE is more than a mountain bike... it's an off-road fun bike, a street bike, a cruising or touring bike... geared for the steepest slopes, comfortable to ride and fitted out with durable top quality components.



Check these features

- Chunky 1.75" wide tyres which help you through the rough but still float on the bitumen
- Tough frame made with Australian HI-TENSILE steel tube
- Wide gear range to cope with any terrain
- Positive thumb-shift gear changing
- SHIMANO front and rear derailleur
- SUGINO chain wheels and cranks
- DIA-COMPE braking system

BUSH-BIKE... the off-roader with a touch of class by RICARDO

Manufactured by

Leisure Cycles (Aust.) Pty. Ltd.

25-27 Narweena Road, Regency Park. S.A.
Phone (08) 268 9044

QLD: (07) 376 4544 W.A: (09) 344 2733
VIC/TAS: (03) 793 3150 N.S.W. (02) 602 4445



Sydney to the 'gong 1983



10. Riders at Otford lookout.
 11. With the ocean below and the escarpment rising above, the coast road on to Wollongong is one of the most scenic routes in the country.
 12. The final section of the route used the newly completed Wollongong Northern Cycleway.
 13. At Flagstaff Point, Wollongong riders relaxed and watched the kites flying in the northerly breeze and listened to Lord Mayor Ald. Frank Arkell as he welcomed the riders to his city.



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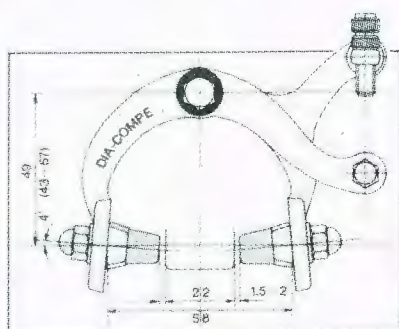
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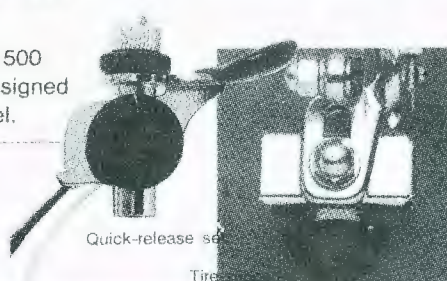
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REPCO

Sydney to the 'gong 1983



14



13



15

14. Here the winners of the ride Team Prize were presented with their Daylyte and MSR helmets. The winners were the all women 'Skippy hop to it' team.

15. All that remained now was to board the special trains for the journey back to Sydney.

16. A film of this year's ride was shot during the day and will be shown at special screenings during Autumn and Winter 1984. Riders will be notified through the pages of *Freewheeling*. Film programmes will be held in Sydney and Wollongong.

*See you
next year*



16

SUNTOUR

The SunTour Course In Advanced Bicycling Technology

Number
5
of a Series

SunTour's New Winner Freewheel System

The bike is a tool...a means to an end. Its fundamental purpose is to extend the range and speed which man can travel under his own power.

Bike and rider are an ergonomic system, and it is vital to this system that the mechanical components which support it work in complete harmony with the realities of the human component's needs and behavior.

The New Winner Freewheel System is just one of SunTour's approaches to making your bike a better tool.

SunTour freewheels have been ranked among the very best in the world. Not satisfied with that, SunTour's research and development has improved on what was already accepted as superior performance, by designing and producing the unique New Winner Freewheel.

Features



1. As a conventional five-speed freewheel, the New Winner body can be assembled with 3.5mm sprocket spacing for 120mm rear hub dimensions. In this mode, the New Winner can use any standard 3/32" chain, although performance is even better if the SunTour U-6 chain is used (see right column). Range is from 13T to 32T.



2. As a conventional six-speed freewheel, the New Winner body can be assembled with 3.5mm sprocket spacing for 126mm rear hub dimensions. This is accomplished by screwing an additional sprocket into the outermost sprocket of the five-speed. Again, any standard 3/32" chain may be used. Range is from 13T to 32T.



3. As an Ultra-six-speed Freewheel, the New Winner body is assembled with narrower spacers between the sprockets, providing 2.7mm sprocket spacing, and resulting in a six-speed cluster within the 120mm hub dimensions of a conventional five-speed. Called the New Winner Ultra-6, this mode requires the use of a SunTour U-6 chain, with narrower outer plates and almost flush rivets specifically designed for the 2.7mm sprocket spacing. The combination of a New Winner Ultra-6 and U-6 chain will upgrade any standard 10 speed bicycle to a 12-speed, without the need to redish the rear wheel. Range is from 13T to 32T.



4. As a seven-speed freewheel, the New Winner body is assembled with 2.7mm spacing, as in the Ultra-6 mode, and an additional sprocket, which can be as small as twelve teeth, is screwed into the outermost sprocket. This mode provides seven gears within the 126mm dimensions of a standard six-speed hub. Again, the U-6 chain must be used. Range is 12T to 32T.

Other Features of the New Winner Body

1. The first freewheel in the world which can be changed from five to six or seven speeds, depending on the rider's requirements at the time.

2. A range of 12 to 32 teeth on the same freewheel body, giving each rider the flexibility to change gearing to suit his changing needs.

3. Precisely adjustable bearings, which use a double nut system to allow the rider to adjust the freewheel bearings to 1/100mm, without the use of shims or spacers.



4. Precision-ground ball races, which are ground after machining and heat-treating, to correct for any possible distortion, assuring smooth rotation and perfect performance.

The Ultra-6 Chain



The deeply scalloped inner surfaces of the outer chain links produce dramatic improvement in shifting performance for the Ultra-6 chain, regardless of what freewheel is used. Nearly flush rivet ends reduce the chain's outside width without changing roller dimensions, thereby permitting smooth performance with as little as 2.7mm sprocket spacing.



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Around the World by Pennyfarthing

The Incredible Journey of Burston and Stokes



In the Melbourne museum sits an old pennyfarthing bicycle with an interesting history. The machine was ridden by George Burston who, with H.R. Stokes completed an amazing sixteen thousand kilometre world journey in the days before constructed paved roads were common.

At journeys' end the triumphant Burston and Stokes wrote a book on their epic feat entitled *Round the World on Bicycles: The Pleasure Tour of G.W. Burston and H.R. Stokes*. Ken James in this account of that journey finds a lot more than pure pleasure.

Their journey commenced from the steps of the Melbourne General Post Office on the first day of November 1888. Mounted on new Pennyfarthing bicycles, Burston and Stokes made their way up Elizabeth Street, their luggage consisting of 'a few necessities wrapped in water proof cloth strapped along the handle bars'. Fourteen months and over sixteen thousand kilometres later they were 'boisterously received' back at the G.P.O. by the members of the Melbourne Bicycle Club, and other wellwishers.

The first leg of their journey was from Melbourne to Sydney, and they claimed to have been the first persons to undertake this trip by penny-

farthings. Their inland route of over 1,100 kilometres was completed in seventeen days. This time it contained stops and diversions for sightseeing, including trips in the Blue Mountains.

Always imagining that travel by pennyfarthings would be a slow affair I was surprised at the disappointment of the two men with their average daily distance of 88 kilometres. Apart from the time spent sightseeing, they put this apparently slow pace down to three factors. First, prevailing drought conditions in eastern Australia meant that in many areas they found the roads thick with dust which hampered their movement; second, they encountered very high temperatures which forced them to





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rest during the hottest hours of the day.

At Glenrowan the temperature was 40° Celsius. The third factor was that in some areas the road simply petered out. This happened while travelling through the Goulburn district. Unsure what course of action to pursue, the two men were relieved at the unexpected appearance of a drover: A stockdrover arrived at the scene, dressed in the usual breeches, bit boots, shirt and cabbage-tree hat. He told us to cut across the open bush for a mile, so we took bearings by the compass and went through thick scrub for a time and then followed a scarcely definable track for ten miles and were not sorry to reach a slab hut with windows of perforated tin.

The daily routine was one of riding in the early morning and late afternoon. Their cycling attire consisted of knee breeches, panama hat, and flannel shirts with sleeves rolled up to the elbow. In their leather belts were stuck a revolver, ammunition and nickel-plated wrenches, the former for defence against man or beast, the latter for running repairs. They were escorted into Sydney by over one hundred cyclists. After a short rest they took a train to Brisbane in order to pick up berth on a steamer travelling to India. Non-essential luggage throughout the trip was always forwarded ahead.

The first port of call was Djarkata, Indonesia. An inauspicious start was made when a customs officer insisted there was a fee to be paid if they were to remove their cycles from the ship. Quick intervention by the British consul saw this regulation waived. Burston and Stokes being allowed their cycles for five days. Travelling out of Batavia they claimed to be the first cyclists to tour on the island of Java. The surprise of local people to the sudden appearance of the men on their pennyfarthings can be imagined. As was to occur wherever they went in Asia, they were mobbed by curious sightseers. In this instance 'the younger portion kept chasing us along. As soon as one batch became tired another crowd would take up the running'.

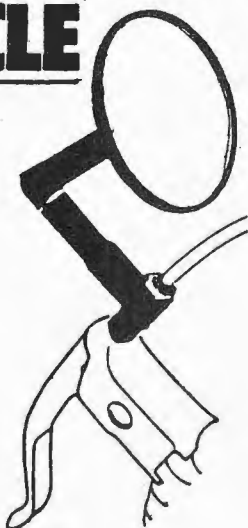
The next stop was Singapore. After cycling over five hundred kilometres around the island they had formed a very favourable impression of this outpost of the Empire: *We rode over the most perfect roads we have ever wheeled on, composed of red sandstone, quite smooth and hard — in fact superb; and so our wheels glide along without the slightest exertion. The city has beautiful streets leading in various ways, and all of them nicely shaded with avenues.*

After brief stops at Penang, then Rangoon and Burma, they docked at Calcutta, India.

Their first sightseeing tour ended in disaster. Intending to ride north to the Ganges, then continue to the foothills of the Himalayas, they became lost as their army survey maps did not have

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the roads masked correctly. Arriving late in the day at the city of Kishnager they were luckily to be offered accommodation with the Superintendent of Police. The following day they found themselves resting outside the Palace of the Nawab of Nazim. Approached by a servant from the ruler, they turned down an invitation to tour the palace and share a meal as 'we had just eaten and the tour would have taken half-a-day'. Returning to Calcutta after finally taking a train to the Himalayan foothills where they did a few walks, they prepared to cross India by means of the Grand Trunk Road which ran from Calcutta to Delhi, then to Bombay. They were to average one hundred and forty kilometres a day.

Leaving Calcutta, the presence of the British Raj soon became evident when on their third day they passed the 8th Bengal Infantry, a line of infantrymen stretching back along the road for several kilometres. The highest point they had to cross in this first part of the journey to Bombay was over thirteen hundred metres above sea level. The road rose in easy grades and they averaged four dismounts a day. Riding out of the city of Benares their progress was slowed by a continuous stream of people moving into Benares for a religious festival. They left early one morning to complete before sunset the two hundred and ten kilometres from Allahabad to Campore. The ride took eleven and a

half hours. The reason for this strenuous day's travel was due to warnings they had received from locals that wild animals roamed the area after dusk and it was unsafe to be caught out-of-doors after nightfall. At Campore they toured the scenes of the Indian mutiny of 1857.

During the stage from Delhi to Bombay they stood aside on one occasion to let pass one thousand men of the 3rd Dragoon Guards who were preceded by five hundred camels all loaded with stores and provisions. Like most visitors to the Taj Mahal they were lead to comment that it was 'one of those things that must be seen to be believed'. Soon afterwards, Burston suffered a severe dysentery attack. As they had a ship to catch he was forced to ride on. His weight in two days dropped by more than six kilograms. Reaching Bombay, they summed up their travels across India in the following way: *A lovely country for cycling as the roads are good, level and shady. The main trouble we came across was in obtaining food, for often-times... their caste prejudice forbade them dealing with Christians.*

After several days travel, the steamer reached the Red Sea and was soon passing through the Suez Canal. In Cairo they found the roads impossible to ride on. However, they were able to ride out to the pyramids and after a quick tour they arranged to make an ascent of one of the pyramids — 'two Arabs in advance to pull you

up. One on each hand, and a third behind to shove you up'.

Returning to Cairo they travelled by train to Alexandria then Jaffra where they unloaded their cycles and rode to Jerusalem. They noted with some degree of satisfaction that whereas the ride took them six and a half hours, it took three horsemen they passed along the way ten hours to complete the distance. The reception they received in Jerusalem was similar to that first experienced in Java, although by now they were heartily tired of the attention they attracted: *The excitement consequent to our arrival was tremendous, and the hotel had to be closed to keep the crowd out; they rushed pell-mell after us, and many got thrown down and trampled on. Luckily we rode right to the hotel door.*

They spent several days touring around the area before continuing to Beirut by steamer from where they ascended Mount Lebanon on their machines, climbing continually over fifty kilometres in order to rise from sea level to over one thousand metres.

Departing from the Middle East, they journeyed by seas to Athens, Sicily then Naples. From that city they rode out to Pompeii, continuing on towards Rome. There they were to find themselves in some trouble for disregarding instructions from 'a lot of gaudily bedecked soldiers with glittering epaulettes and plumed hats' who pulled them from their cycles and told them that they must walk within the city perimeter. Once inside the city gates they disregarded this warning and soon found themselves under arrest for breaking a law forbidding cycle riding within the city. They were lucky to be let off the following morning with a strict warning.

From Rome they rode north to Florence, then across to Venice and back to Milan. From there they rode into Switzerland. On reaching the start of the St. Gothard Pass, they learnt that the road lay under six metres of snow and was closed for two months. Luckily they were able to travel by rail through the St. Gothard Tunnel. Continuing by cycle they reached Lucerne. Over one stretch of fifty kilometres they passed over 100 waterfalls, spilling down from the mountains which rose to heights of fifteen hundred metres on either side of the road. Their comments about cycling conditions in Switzerland were very flattering: *Switzerland instead of being a bad place for cycling, is the finest place to wheel that is imaginable; the only thing absolutely necessary is a cool head and firm hand and foot, for the roads are narrow, the turns sharp, with oftentimes an unprotected side many hundreds of feet deep.*

Moving into Germany, their plan was to follow the Rhine River from Freiburg to Mannheim. This they did, but like many a modern traveller to this region, they expressed a disappointment that while the scenery was



George Burston and H.R. Stokes, looking slightly more dapper than they would have while etching over 16,000 kilometres of bicycle trail around the globe. Although the book that Burston wrote about their travels is now difficult to procure, the first chapter was reprinted in *Freewheeling* Number 13. Copies of this issue can be obtained at \$2.00 each by sending payment and request to the magazine's Mail Order service.

beautiful upstream, the further they travelled downstream they found concentrations of heavy industry with 'the air being filled with black smoke'. The quality of the roads was abysmal for cycling: *We used to think Flinders Street West in Melbourne pretty bad but the cobbles in that street are nothing compared to those in German towns.*

Moving into the Netherlands they finally reached Rotterdam. In eight days they had ridden eleven kilometres from Lucerne to Rotterdam at an average daily distance of one hundred and forty kilometres. Considering that time was given up to sightseeing this was a very good average. Crossing by ferry to London they left their cycles and returned to the continent in order to observe the celebrations of the anniversary of the foundation of the French Republic. At one o'clock the next morning they were caught up in a surge of people in a major Boulevard in Paris. As individual Frenchmen were calling out 'Vive la France', while American visitors were crying 'Hurrah for Yankeeland', Burston and Stokes started to call out a peeling 'Cooee' and 'Vive l'Australia'. Eventually they found themselves in company with quite a party of Australians, all attracted to each other's calls.

On returning to London the two men began an extensive cycling tour of the British Isles. The first part was

a tour of northern England and Scotland which took them over twenty-four hundred kilometres of roads in twenty-one days. The second part of their tour, broken by a return trip to Paris, took in the southern counties, Wales, Devon, Cornwall and Ireland. During this part of the cycling journey around the British Isles they came across their first sight of the new 'safety bicycle', the prototype of our present day bicycle. They were very scornful of its capabilities in comparison to the pennyfarthing. They based their judgement on situations such as the morning they set out with four cyclists on these new machines: *We allowed them to make the pace which was such a cracker that they soon ran themselves out, and succeeded in having at least six falls in sand and on wet patches. One broke the fork of his machine and two others cried 'enough!'.*

The experiences of being chased by mobs of curious onlookers ceased when they reached Europe. However, they still managed to arouse the interest of locals. Arriving in one English town as a harvest festival parade was concluding they were very conscious of the stares they were receiving from hundreds of people, all dressed in their Sunday best. The two men concluded that this attention was probably due to the fact that they were breaking dress etiquette in

England by riding without coats and vests, and because their tanned complexion gave them away as being foreigners! Riding through Ireland they had to cope with the drinking habits of the peasantry: *From our experience they all appeared to go to church and then get drunk afterwards as we got into several scrapes through people trying to drive into us on account of their superabundance of spirits.*

They were not very impressed with the roads in Ireland which they came to believe were always covered by six inches of mud with big boulders sticking up through it.

Their European touring completed, Burston and Stokes travelled to the United States. Their cycling was limited to short tours, mainly in the eastern states. The experience which made the biggest impression upon them was a lantern procession in Washington D.C. in which over one thousand persons took part. Apart from the number of ladies on Safety Cycles, They claim bewilderment at the 'display of cycling and the perfect control'. Crossing the continent by train they returned to Melbourne to draw to a conclusion travels and experiences that would be the envy of any keen cyclist today — especially when the only costs related to the actual cycling were the replacement of four small tyres, some inner tubes and a pair of knee breaches each!

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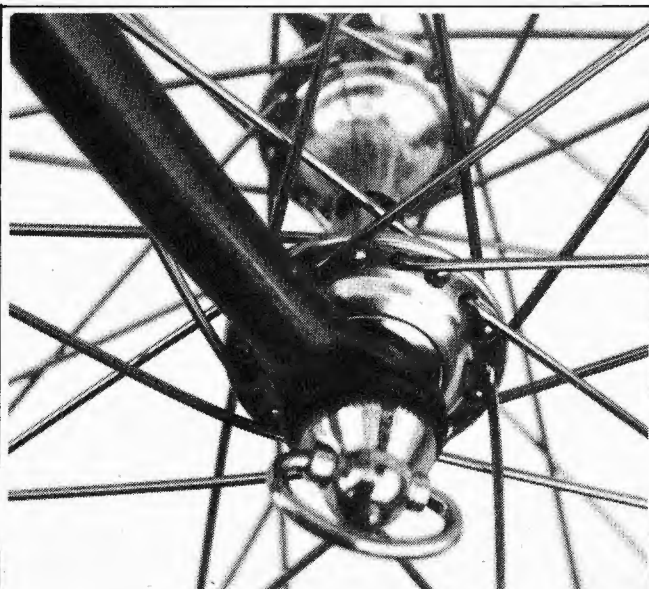
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A Freewheeling Survey



The focus is still on overseas destinations

Tasmania's popular east-coast trail and tours using all-terrain type bicycles are the only local offerings from Australia's professional tour operators.

Most of the local interest seems to be further afield with China tours being easily the most popular. The tremendous success of rides like the *Freewheeling* Sydney to the 'gong Bicycle Tour and TOSH has emphasised the fact that more fully supported type rides are needed by Australians.

For fully supported overnight bicycle holidays there are at least six companies offering tours of differing formats.

Most overseas trips usually use fixed (hotel) accommodation. The hotels used on the China trips are almost palatial in some localities. Generally the Australian domestic tours offer only camping accommodation with tents supplied by the operator.

As yet no one has entered the field offering fully accommodated Australian tours and no one has aimed their marketing push at the large number of foreign tourists (particularly Americans) currently discovering Australia.

Mountain Bikes in the Victorian Alps

A new and innovative type of tour has been announced by Wildtrek using all-terrain (fat-tyre) bicycles. These tours are of six or seven day duration and are located in the Victorian Alps. Tour participants are supplied with bicycles and cost includes food and tent accommodation. Costs range from \$285 to \$365. Wild trek runs its 'Mountain Cycle Tours' through the summer up until early May. For information and brochure contact — Wildtrek Ltd Sydney 29 2307 Melbourne 67 7196.

Group Bicycle Tours in New Zealand

An innovative local operator specialising in overseas touring destinations is Australian Himalayan Expeditions. In order to offer more interesting and exciting destinations for two-wheeled travellers they have teamed up with Ten-speed Touring New Zealand Ltd to offer fully supported group tours of both the north and south islands of New Zealand.

These tours are run with groups of up to 15 persons and offer either a 15 or 21 day itinerary. Hotel/motel accommodation is offered as well as separate camping trips. Meals are not provided in the cost and as group food kitty is usually kept by the leader to enable the group to share in meal

costs. All tours are provided with a fully equipped support vehicle and an experienced tour guide.

Bicycle rental though not included in cost can be arranged through the tour operator.

Costs range from \$919 for 15 days camping to \$1280 for 21 days fully accommodated. Tours depart from either Auckland in the north or Queenstown in the south. For information and brochure contact Australian Himalayan Expeditions Sydney 357 3555, Melbourne 419 2920, Adelaide 212 7857.

China Tours Still Popular

The success of bicycle tours in the People's Republic of China is demonstrated by the sheer number of operators. At present Australian Himalayan Expeditions, Adventure Travel Centre and Tailwinds Bicycle Touring will offer a variety of tours mostly of the southern Guangdong Province.

Accommodation on most trips is usually hotel style with food in typical Chinese style — of banquet proportions.

Tailwinds Bicycle Touring Company, a relative newcomer to the China tour scene, offers the most variety in its programme with four separate trips mostly in the south with some including visits to Beijing (Peking) and the Great Wall.

All meals, accommodation and ten-speed bicycle hire are included in cost as is air fare ex Sydney/Melbourne. Costs range from \$2750 to \$3539 and vary depending on the itinerary and the operator. For information and brochure contact AHE (see above), Tailwinds Bicycle Touring Canberra 41 6413, Adventure Travel Centre Sydney 29 7197, Melbourne 62 3821 or (008) 33 1003 (toll free number).

Japan the new touring destination

Australian Himalayan Expeditions have experienced steady demand for their Japan tour which is so far the only trip offered in that fascinating country by an Aussie operator. As language is the inevitable barrier, this as with most other foreign tours offered by AHE, has a travelling guide who speaks the language and handles all arrangements.

The tour takes in some wonderful rural cycling country in the southern island of Kyushu. Accommodation and food (with the exception of lunches) are included in the price as is bicycle hire and the use of a support vehicle.

Most of the overnight stops are in Minshukus (local inns) which offer home style accommodation in traditional Japanese style. Travel from Tokyo to tour start (cost included) is by bullet train. Cost for 22 day round

trip ex Sydney/Melbourne is \$2742. A separate (non-cycling) tour option for the northern island of Hokkaido is available for \$680 extra. For information and brochure contact Australian Himalayan Expeditions (see above.)

India

AHE first began cycling tours with their India tour in December 1977. The first issue of *Freewheeling* contained a report of this trip by Goronwy Price and still years after, the India cycle tour is very much part of their catalogue. This year's trip through this timeless land is run late in the year.

The tour travels through rural India along roads loaded with oxen drawn carts. The itinerary takes in wonderful places such as the famous Taj Mahal, Agra, Jaipur and return to Delhi. Accommodation, food and cycles are provided in cost. \$2267 ex Sydney/Melbourne. For information and brochure contact AHE (see above.)

North America

Tailwinds Bicycle Touring in its North American Programme now offers separate trips to the Canadian Rockies and Baja California in Mexico.

Both trips offering camping accommodation, food on the journey, experienced tour guide and support vehicle.

The Canadian Rockies Tour takes bike riders through the Kootenay, Banff and Jasper National Parks in the spectacular Rocky Mountains area. Breathtaking views all along this tour are enjoyed from your bicycle saddle.

The Baja California tour will travel through fascinating countryside, through cactus deserts stopping at deserted beaches and Spanish towns.

Cost for Rockies tour \$2900 for 28 days ex Sydney/Melbourne, Baja California \$2300 for 25 days. For information and brochure contact Tailwinds Bicycle Touring (062) 41 6413.

Tassie an old Favourite

Back home Tasmania's East Coast is still an old favourite for summer holidays touring. The Adventure Travel Centre's tours of the East Coast Road follows the route popularised by the *Freewheeling* guide of the region in issue 8. The tour costs an amazingly low \$195 for 10 days cycling and includes sleeping bag tent accommodation, air mattress, cooking equipment and cook, support vehicle and bicycle repair facilities.

Food is arranged by the group and participants pay \$60.00 into the food 'kitty' which usually lasts the duration of the journey. Bicycle hire can be arranged for an additional cost.

Tours depart Launceston and end Hobart airport. For information and brochure contact Adventure Travel Centre Sydney 29 7197.

Adventure Travel Feature

Comrade Keith on the Road to China

Nationally syndicated newspaper columnist, Keith Dunstan, recently returned from a two wheeled foray into the People's Republic of China via a conducted tour organised in Australia. In this, the first of two articles, Melbourne's 'ancient helmsman' recounts some of his handlebar view of ancient Guandong province. Cartoons by Phil Somerville. Part two will appear in the following issue.

Two hours from now the dangerous gang of 15 will pedal across the border into China.

Australian Himalaya Expeditions, which organised this thing, has issued us all with remarkable T-shirts. On the back there is a nice piece of Chinese calligraphy, the sort which makes one look like a packet of Chinese tea.

Actually it is the road sign you see everywhere in China. It means: Slow Down! It is there to warn Chinese truck drivers.



The real terror is right here in Macau. Everywhere there is a human tide of traffic, a honking, tooting predatory onslaught of Toyotas, Mazdas, Hondas, Subarus, Mitsubishis, Kawasakis and Yamahas.

The gang of 15 varies considerably. For example, there is Alexander Dean, an engineer with Bouganville Copper and he has come down from Papua-New Guinea. Geoff Haynes, who says fearfully he hasn't been on a bicycle for 30 years, owns an FM radio station in Sydney. Jennifer Blake is a parole officer in Tamworth and there is Vicki Davis, a town planner with the Preston Council.

Our leader is the extraordinary ebullient, Charles Ng. A Chinese born in Hongkong. You pronounce that 'Nnnnn'. He began these tours for U.S. cyclists two years ago.

It took him the best part of a year to convince the Chinese he was serious and this wasn't some evil Western spying expedition.

I mean why would affluent Americans leave the comfort of their Cadillacs to come to China and ride push bikes around paddy fields?

"That's an activity for peasants," said Charles.

"The Chinese ride bicycles because they have to. They use them for everything, even carrying pigs. The truth is they hate them.

"If they could get into cars like Westerners they would dump those bikes so fast . . ."

We assured Mr Ng it wasn't only the Chinese who thought we were crazy.

Yesterday our group of 15 bicycled into China from Macau. It was simple enough. There was a wonderful towering gate and archway bearing the date 1842.

Immediately one could sense the difference. The immigration officials had Army uniforms, baggy green jackets with red tabs at the collar and dark blue trousers. The customs officials, mostly girls, were in dark grey pantsuits.

We had to declare everything — every cent we were carrying and all cameras, watches, jewelry had to be clearly identified. It was made clear we had to still possess those cameras and watches when we departed. What's more, the bicycle had to go out, too.

But heavens above, they were friendly. The Chinese customs girls helped me repack my bag and hoped that I would enjoy my trip to China.

The process took about 45 minutes then we started riding through all the



frenetic building activity of the Special Economic Zone. New offices right and left were covered in crazy bamboo scaffolding and we wondered how any of it could stand a high wind.

But it was astonishing. Drivers of trucks were waving and shouting "hello", people put their heads out of windows to say "hello" and wave. Surely nowhere on earth do visiting cyclists get such a friendly welcome.

One old fellow looked down at his ancient Chinese two-tonner then pointed at my shiny Taiwanese 10-speed indicating that he would be perfectly charmed to do a swap.

Some girls turned to each other and giggled. They are not used to seeing curious white-faced people both male and female in extraordinary bicycling shorts showing their white legs.

Actually it is like travelling in a vast uproarious farm-yard.

There are buffalo, there are pigs, there are ducks and chooks. There are wheels everywhere and there are peasants winnowing grain by the roadside.

Above all there is a discordant, mad symphony of parping horns and ringing bicycle bells.

The Chinese are eternally fighting for space, so at the wheel of a truck or the handlebars of a bike they are compulsive parpers and ringers.

Frankly, when you are on a bike posed on the brink of a watery, aromatic paddy field it is unnerving, even alarming, to have a truck behind you honking like the brass section of the Peking Philharmonic.

Don't take the slightest notice," we were told.

"You stick to your course. They will wait. Here the bicycle is king."

So you wobble on nervously, hopping the Chinese gentleman is loaded with Oriental calm.

But it's true, the bicycle is king, and old bikies like myself look at the

scene with spellbound wonder. The bicycle is used as a utility truck and one can only marvel at their exquisite sense of balance.

We have seen them with two large pigs aboard, stashed in wicker baskets either side. They carry vast loads of firewood, tables chairs, up to six bags of rice and, of course, various members of the family, three children on the bike, plus mother.

It is quite the custom to carry your mother-in-law side-saddle on the pillion. And when it is raining mother holds an umbrella over your head.

There is no sex differentiation — the creature pushing a bike with half a tonne on the back is just as likely to be female.

Every Chinese we have seen has been ascetic, flat-stomached and lean as a parking meter. Australians by comparison are a race of comfortable Buddhas.

There's none of the weekend closing. Their shops are open every day including Sunday until 9 p.m. and they don't appear to stop working.

What's more they are athletic. The strangest sight is to catch them in the parks just as dawn is breaking, doing the strangest most graceful of

all exercises, Tai Chi — arms, legs, moving, twisting as if gently pushed by the wind.

My theory is this. The Chinese want us to be fatter and fatter while they become leaner, tougher and more efficient. When they have us sufficiently softened they will conquer the world.

So they feed the tourists with an unrelenting driving passion. My girth expands by the hour. I can't take any more.

It is a matter of debate who are the best cooks — the French or the Chinese. There's no doubt in my mind the Chinese win by the length of 16 woks.

The Chinese are so clever they eat almost everything that grows or moves. The meal always starts with soup, subtle and glorious in its flavors. It is so good you have three helpings, a big mistake, like trying to win the Melbourne Cup in the first three furlongs.

After that dishes keep coming in a majestic progression. There are exquisite rice flour rolls, so light it's as if they were made of air. There is chicken fried in with frog and olive seed. Oh yes, there is no shortage of frogs out in the paddy fields.

There's sweet and sour fish, sweet and sour pork, onion barbecued. Tricky things chop sticks, the mess starts to spread across the table cloth.

There's an egg dish like the finest omelette ever to come out of France which hangs delightfully on your chop sticks.

The night before last we had a meat which had been barbecued and a dreamy elixir of a sauce had made the skin all crunchy. I went for another piece with my chop sticks and it came back with a head, a beak and two little eyes looking at me.

"Hey Margaret, steady on, what's this?"



"Pigeon," she said sweetly, "very popular in China."

That explained why one saw so few birds. They have all been eaten. Anything that flutters a wing is likely to end in the pot. One immediately thought of our noble town halls with their white-stained porticos. The birds around the Melbourne and Sydney Town Halls alone would feed the city for a week.

After the sixth dish you slap yourself on the wrist. "Dunstan, get control of yourself, enough!"

Then they bring on the fried rice. It is acknowledged that this area is the fried rice capital of the universe, very fine, just faintly fried with egg, pork and prawns. I mean, a man might be run over tomorrow. How could you knock it back?

So how else do the Chinese amuse themselves. In town there is usually the Peoples Cultural Palace. Outside there is parking for bicycles, and they are there by the thousand. How everyone gets back and identifies his own bike is a mystery.

Inside there was a big roller skating rink, a restaurant with live entertainment. There was a pool room, where Chinese were playing a game similar to pool, and there was a theatre where a magician was putting on a splendid performance. Rarely have I seen a lady so beautifully cut in half.

There were also Chinese movies, good sound, good photography, good direction and a storyline leaning heavily on romance.

Regrettably, we have found no intimate little Chinese pubs. Liquor is sold at department stores and in cafes, mostly at room temperature which around here is 32 C.

Beer is very plentiful. The top line beer Tsing Tao is bordering on magnificent and it comes in aluminium cans. Beijing beer is rather sweet and goes flat in the glass, but there is another rich malty brew called Dragon.

You never drink water that has not been boiled. You don't put ice in your glass for fear that water may not have been boiled. Can you be sure anywhere that the water has been boiled?

We . . . ll, you take care. In a mood of self righteousness and entirely for the good of one's health you reach for another can of Tsing Tao.

A Postscript

How good is the Himalayan Expeditions tour?

It is good for anyone who isn't actually lame, has a reasonable pair of lungs and can stand mosquito bites. They look after you to the point of over protection. A British nanny couldn't do a better job.

There is a sag wagon. One fellow on our tour opened up a hernia on the first day and didn't ride again. He had a bike tour looking at people riding bikes. The sag wagon was always there.

There is a bilingual Chinese tour leader. There is a Chinese Youth Travel Service representative with you at all times. There is a truck to carry bikes through difficult areas. If you don't want it to it is no hardship tour.

The CYTS people are keen. They want you to see and absorb everything, so there is activity every spare moment.

As soon as you arrive you get a Chinese shoulder bag and a whole bundle of maps. The man in charge is Charles Ng, the chief of Crosspoint Tours, Hongkong.

He pioneered this whole business of getting bikes into China and he has run about 30 tours both for Australians and Americans.

He is a small, ebullient man who likes to ride bikes, play, have a drink until 1 a.m. and above all talk.



He travelled with us for half the tour then had to take off on another. It took him the best part of a year to convince the Chinese that crazy foreigners would actually want to ride bikes in China.

After arriving in Hong Kong you travel to Macao by ferry and there you pick up the bikes. The first night in Hong Kong is spent touring the casinos and you meet your bike the following morning at the hotel.

Now this is the big problem. Do you or do you not take your own bike? If I were doing it again I would take my own. The bicycles are made in Taiwan. I guess they would go for 150 or 160 dollars at Myers or David Jones. I took my own saddle and my own toe clips. That wasn't a bad idea.

There were 14 on our tour. There were 10 unisex bikes with cotter pins and SunTour derailleurs. There were four bikes with turned down handle bars, cotterless cranks, SunTour gears. Mine was a 12 speed with even a quick release hub on the front wheel.

The bikes had those extra handles, safety handles they call them, on the brake. We call them suicide bars. Brakes were side pull on steel rims and disappeared completely when it rained.

So you choose your own bike on this particular morning. Two Chinese mechanics were there to assist. They provided a tool box with some spares for use on the trip. It did not include a chain breaker, sprocket removers, pedal wrench, cotterless crank tools or bottom bracket gear.

There were only two of us on the tour who had genuine experience with bicycles. There were 12 pretty sore bums after the first day.

One fellow broke a chain on the first day. My friend, a Board of Works engineer did a miracle job on that without a chain tool.

Another bike broke a pedal, the entire pedal snapped right off. A third bike suffered complete ruin in the gear changing device. My bike only ever worked on three gear positions out of 12. The sprocket was shot to hell. There was the normal breakage of cables, punctures, wheel damage and some bikes went through with no problems.

Many of the bikes had no mudguards and it is an interesting experience to ride in a typhoon with water coming down at the rate of mm a second to have no guards at all.

You leave your bikes at the end of the Guangdong Province section before going on to Beijing. The bikes then go by truck back to Hong Kong.

Now it is very easy to be a snob about bikes. There are perfectly good, cheap, workable bicycles. However they need understanding and you will never see rougher roads than some of those in China. Add to this the fact that nine out of 10 people who go on those China bike tours are not real cyclists. They know nothing about gears, cadence, and what all those little cogs are for.

So they are merciless on the machinery. Charles Ng says he allows a bike only three tours then he replaces it. I suspect some of them do a little more than that.

However the country is mostly flat. My advice to Himalayan Expeditions would be to use all Chinese bikes. Sure they weigh a tonne, but they have big solid wheels, big solid tyres, majestic brakes. They are made for the country, indestructible. You can buy them for around \$100 and I think there's a nice touch there, go it all the way, ride a Chinese bike with the Chinese. You can now buy them with Sturmey Archer gears.

The alternative is your own bike. You can take it on the aeroplane and they will have it back to you at your hotel before you leave. The risk is that it will be damaged, a risk you have to take.

However I always remember the remark of an American friend, Marvin Small. "Riding somebody else's bike is like using somebody else's teeth."

Down Mexico Way

Baja California is that finger of land that runs beside the west coast of mainland Mexico.

Baja is unique in almost everything that intrigues cycle tourers. Good riding road, low traffic, interesting scenery, generous people. It is a foreign country with a lot of open wilderness. It's diversity assures adventure. Robert Fletcher* describes the wonders to be found in this unique land — down Mexico way.

The paved road, and any side road present fascinating desert vistas one moment and complete contrasts the next. So many plants and cacti are endemic to Baja. A cactus forest, a beautiful white sandy beach lined by gangling cactus, or, after miles of desert, a date palm oasis looms ahead and presents the other side of Baja's character.

Like any other place Baja has transformed in the last few decades. The road is sealed in its entire length and more tourists are driving down from the United States. The desert is slowly becoming a green garden as irrigation networks spread. The true Baja is receding as the population benefits from technological improvements. The farmers and villagers are still poor, especially by our material standards but are rich with culture, pride and generosity. Just as you start to become mesmerized by a long stretch of road oranges and grapefruit rain from a passing vehicle. The Spanish and broad grins show that is Mexican.

Baja still offers copious untouched areas. Abandoned missions, seldom seen clear beaches, forgotten villages and unnoticed palm valleys are there. The desert, as a wilderness, still abounds. The motorised tourists rush from town to town or perhaps to one beach, leaving the remainder to be enjoyed by the slower touring cyclists. Because of the distances between towns, camping in the desert provides most accommodation at day's end. This can be primitive camping but with care about garbage the en-



vironmental impact is low. There is a good feeling about the remoteness, using but not destroying nature and leaving it for others to enjoy.

Relaxing around a slow burning fire, surrounded by a cactus garden glowing in the moon light and sharing stories of the day's adventures with other tired but stimulated cycling companions is a most pleasant way to finish the day.

The journey south of Tijuana is an unforgettable experience for those seeking the open road of adventure touring, giving a high degree of satisfaction coping with and adjusting to the challenge. The long expanses of seemingly nothing makes the first consultation of a map horrifying. These long stretches appear stark and formidable to most, but they abound in life and enjoyment.

You really see the Baja when on a bicycle. Watching whales playing in the distance, drinking beer at a rancho with the farmers while the heat of the day passes, or trying to outstare a vulture perched on a giant cactus as you slowly cycle by. These are the impressions of Baja. It is a true pleasure when the only sounds you hear are your own and you reflect on the rush of everyday life you have temporarily left behind.

South of Ensenada is a new country. Much of the influences from the north are less obvious. Groves of boojums, cardons, Joshua trees, elephant trees and ocotillo alternate. Hot bread is baked in brick ovens. Beaches provide clams for roasting. Sunrises. Mission towns. Long stretches of undisturbed landscape provide ideal venues for meditative cycling and allows you to clear your mind of clut-

tered thoughts. Then a date palm oasis appears and the bustling at the market makes you realise how pleasant the wilderness is. The sweet dates are good.

If time permits a trip down to Carbo San Lucas, the most southern town in Baja is another adventure. Riding through verdant semi-tropical growth, by glistening untouched beaches and into delightful villages. This side trip can be taken as a loop out of La Paz. Following Route 1 to Cabo San Lucas and returning over some dirt road via Todas Santos. La Paz is the usual exit point from Baja. Either fly back to Las Angeles or take a ferry boat to mainland Mexico.

Touring in Baja is simple in nature and definitely a "no frills" adventure. Organised groups provide a number of services to make this journey much more comfortable. A support vehicle and an experienced guide serve to make this Baja adventure even more memorable. Baja is a land of contrasts and a land of surprises. It is a trip for more experienced cyclists who enjoy the outdoors and are prepared to accept some hardships. With an open mind and a receptive nature the Baja is very fulfilling.

The Baja is there with its contrasts and extremes and it's good cycling qualities from paved road to courteous drivers.

From the U.S. border to the southern tip at Cabo San Lucas is 1700 km. of true cycling adventure.

Route Information:

Maps; The Automobile Club of Southern California produce an excellent map titled "Baja California". The latest is 1980.

Visa; Australians need a passport for entry to Mexico. Visa is not required. **Your Bicycle;** Low gears and even a triple set are useful. Roads are in good condition. Tyre savers are advised, thornproof tyres and tubes are not necessary if you are careful when not on the pavement. 1 1/4 rims and tyres are recommended. Carry at least two water bottles. Ensure your bike is in top condition before you leave.

Tents; Some people suggest that a tent is not necessary, just a fly sheet or a bivvy bag. If you are travelling with a small group and carrying all your equipment then this may suffice. With organised groups where luggage is carried in the support vehicle you may take the opportunity to take along a lightweight tent.

Repair; There are bike shops at Tijuana, Ensenada, San Quintin, El Rosario, Constitucion and La Paz. There are many stores and ranchos where miracles are performed.

Money; Take U.S. dollars in travellers cheques, with a few in small denominations. Banks are few but cheques can be cashed at stores, but at lower rates than at banks. Change cheques whenever and carry small denomination U.S. dollar notes.

Food; Buy and eat where you can. There is not a lot of variety of food in stores or eating out. Groups buy and



Baja California is full of long straight roads where a cyclist can forget about it all and enjoy some pleasant touring country.

prepare some meals, eat out for others at small ranchos. Another advantage of the support vehicle is that food and water for a number of days can be carried and meals are always good. Refried beans, hand made tortillas, eggs and fish is the main local diet.

Camping; There are not many organised campsites. If they have a shower, stop. Camping somewhere in the desert or a beach is acceptable to the locals.

Spanish; Learn to count. The Spanish in Mexico is different to that of Spain.

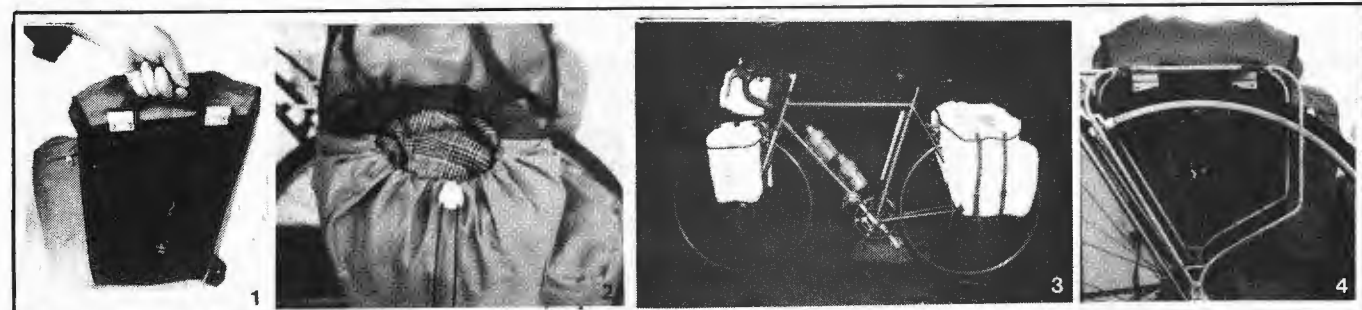
Organised Travel; Tailwinds Bicycle Touring is the only operator in Australia to run a trip to Mexico. There is one departure in the programme for 1984. This will leave Sydney in early March. The total cost of the 25 day trip will be about \$2300 which includes economy return airfare, food, equipment, leaders and accommodation. They can be contacted at P.O. Box 930, Canberra City, A.C.T. 2601.

*Robert Fletcher will lead a group of 10 to 15 cyclists from Australia in early March 1984. This will be the inaugural expedition to Baja California by Tailwinds Bicycle Touring. Tailwinds was founded in June 1983 and specialises in adventure cycling to China, Canadian Rockies, Mexico, Mongolia and Europe. Robert has covered more than 1500 kms. in 15 countries exploring the backroads of Asia, Europe and North America.

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On tour in Northern NSW

A TRAVELLER'S TALE



Quiet country roads are a feature of this guided tour of the Northern Rivers District of N.S.W. Riders are shown here near Nimbin in beautiful grazing country.

Adventure travel is the growth industry for the recession plagued nineteen eighties.

One satisfied customer is Bert Laker who is a young 69 years and lives on the Gold Coast. Bert recently decided to join an organized tour of northern New South Wales and along with many others thoroughly enjoyed the experience.

Tuesday morning opened with the world around squelchy, sloppy and enveloped in fog! A scanty breakfast; a "tidy-up" and the clinging grey was already disappearing, and, surprise, surprise — the sun was shining. The sky was as blue as one could have wished for.

Quickly to the Railway Station at Lismore to await the arrival of the Sydney train and to meet the others joining the tour. Eventually the train arrived and we assembled on the outside platform to meet Dave Harrington, tour organiser, leader and chief

mechanic, and to be introduced to our companions for the next five days.

Names! "Hello!". More names; more "Hellos". As the day went by we got to know each other. There was Jennie, Sheryl, Gail, Wendy, Al, Jeanette, John, Art, Bert (that's me) Juan (to distinguish him from John) and of course, Dave. We provided a motley collection of bikes, a few racers, tourers, two English Raleighs, with miscellaneous others and Juan's 3 speed Sturmey Archer complete with a huge wire shopping crate tied to the rear carrier. The latter proved

very handy at one stage when we were presented with a few kilos of mandarins to help us on our way.

Before we started one of the girls reported serious rear axle trouble so Dave promptly proved himself a real mechanic by disassembling it, fixing whatever it was and re-assembling it on the spot. Just as we were heading into the Lismore traffic, Art found that he had a flat tyre. A few minutes delay while the tube was changed and we were on our way, bound for the Hippy Paradise, Nimbin, some 31 km. of twisting, partly hilly country road over the mountain horizon.

Nimbin with its long and twisted main street, delapidated shop fronts, gaudy protest placards and groups of hippies everywhere is a wonderful place. They call it the Hippies Paradise and by the way-out clothes and bare feet, it could be just that. There is one hotel — The Freemason's — a huge, rambling double storied wooden building that is certainly pre-war (The Boer War, that is). The town celebrated its centenary in 1981.

In town there is one large modern eating house: The Copper Hood. It is a large clean restaurant with sit down and takeaways. If you are hungry (and cyclists usually are), it is well recommended. The other modern store is the newsagency with lots of souvenirs and plenty of reading matter. Dave had the tents set up at the Caravan Park near the Bowling Club. There is a large circular swimming pool adjacent, but it had been drained of water at the time. The local children were using the outer dished rim for a BMX velodrome but none of our group felt like joining them, preferring to watch (and help) Dave prepare the evening meal. Later on, we all were made honorary members of the Bowls Club, and enjoyed a few drinks and a yarn around the pool table, whilst the gamblers among us lost a few dollars on the pokies. It was a happy first night, made even happier by the club manager shouting drinks for the entire tour party.

Wednesday morning saw every one up fairly early, showered, breakfasted and ready for the day's ride. We were to travel about 40 km. to the Bush-ranger Resort at Midginbil. The road from Nimbin joins the Kyogle-Murwillumbah route, has very few hills and some stretches of gravel. This we found was in particularly good condition for our ride. We had been warned that there was only one re-



Author Bert Laker (right) seen here with two of his co-tourers on the road in northern NSW.

freshment stop on the way, and when we reached it, a small roadside cafe attached to a Caravan Park, we found the quite modern building was closed with not a soul in sight. We could see the ice cream counters inside and could hear the refrigerator going. One rider, (yes, he was from Melbourne!) wanted to kick the door down but


wisdom prevailed and we managed on the fruit, Muesli Bars and water we were carrying.

So we pedalled on all the while getting fantastic views of Mt. Warning at every turn of the road. Ten kilometres west of Uki (You kai) we turned right heading towards the Nightcap Mountain valley and the

Bushranger Resort. The road was good bitumen with only a km. or so of gravel towards the end. After booking the party in, we helped Dave with the tent chores, whilst admiring a most delightful camping area. It sloped gradually down to a crystal clear tinkling stream that even sported a few ducks and other water birds. Not yet having had our lunch, Dave responded by boiling the billy, or as he put it in his American drawl, "Cooked the Watter", and cutting sandwiches for everyone. After unrolling our carry-mats and spreading out our sleeping bags, we all set out to see what this delightful resort had to offer.

Despite some fears that a few friendly horses might stumble into our tent ropes, we built a huge fire, drank wine and talked and yarned for what seemed hours before looking for our sleeping bags. Morning saw everyone — well, nearly everyone — up with sun, hungry for Museli, fruit, toast and coffee before repacking our gear for the next day's run.

Back on the road again, the 10 km. to Uki was easy going. There is a big general store here, with practically everything to eat and drink, so we had morning tea here and "Took-a-way" sandwiches and fruit before heading for the Mt. Warning National Park



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picnic area. The road turns off to the left at Dum Dum, 3 km. after Uki and climbs for about 5 km. to the picnic area. Most of us found it rather a severe climb and all had to dismount at least once. I was troubled with a punctured front tyre and was forced to pump it up a few times. After lunch we inserted a new tube and everything was right again.

The top of Mt. Warning was a 4.4 km. walk and all except Dave, who wanted to get the tents set up at Murwillumbah and myself, decided to hike it to the summit. I have already been to the peak on two previous occasions. Apart from a point near the top where a chain is used for assistance, the going is easy. There were plenty of cars at the picnic area and I think nine sunburnt cyclists riding so far for pleasure and then taking on a 9 km. hike, made the day for these motorists.

Mt. Warning is 1157 metres high and was named by Capt. Cook in 1770 after his ship Endeavour was nearly wrecked off Point Danger. The summit is the first part of Australia to greet the new morning sun and can be seen 75 km. out to sea.

The ride back to Murwillumbah was uneventful, unless you can call Juan coming down one particular hill in the descent from the picnic area, much

too quickly and almost losing control, uneventful!

Murwillumbah straddles the Tweed River, N.S.W.'s most northern river. It is an attractive, go ahead country town. We camped in the local Caravan Park, almost, it seemed in the shadow of Mt. Warning, although it was, actually some 15 km. away, so clear was the atmosphere. Dave went into town to shop for barbeque material, whilst we prepared a giant open fire for the goodies that awaited us. After tea, of chops, sausages and fish with all the "fixings", we all wandered up into the town to find that the only things open were the hotels. It wasn't exactly as we had planned but proved a terrific way to spend a couple of hours. Our overworked legs and certain numb parts of our bodies soon felt much easier, and by 10 p.m. it was home again and sleeping bags for everyone.

Friday, our second last day on the road and we were headed for Wooyung Beach and our last night of camping together. The route had to be via Kingscliffe on the Pacific Ocean, so, after a short inspection of the Condong Sugar Mill, the group divided. Some headed across via Clothier's Creek with its hills and gravel while others kept to the main road with its easier flatness and plenty of cars. Actually it proved good riding with

ample room on the left verge and many attractive glimpses of the Tweed River. It is along here that the river divides to form Stott's Island, a rain forest reserve. This island has been left in its natural state and provides as idea of what the Tweed River looked like before the coming of the timber cutters and farmers of the late 1800s.

Chinderah was reached after a good fast ride and it was here that the Tweed River was finally left behind as we turned right at the traffic intersection and headed for the ocean and Kingscliffe. Someone spotted the word "COFFEE" up ahead, so being morning tea time, that was sufficient for us to stack the bikes on the footpath and try our luck at M & Js, Coffee Shop. And, what a morning tea it was! I can thoroughly recommend it for young and old bike riders alike! I was satisfied with chocolate cake, cream, with the biggest and nicest cappuccino I have tasted for a long while. Others kept their calories up with Devonshire Teas — or rather coffees. It was a delightful interlude — cheap, too — but we were soon on our way along the coastal bitumen that was originally laid down for the beach mining interests twenty years ago.

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us to our lunchtime rendezvous at Cabarita Beach, Bogangar. The rest of our party made it shortly afterwards and although none were really hungry — Juan had by this time secured the mandarins mentioned earlier — we spent a very enjoyable hour just lounging, talking and soaking up the sun.

There was still 15 km. to ride to our evening camp but the road was good and flat with scarcely a car to be reckoned with. Hastings Point and then Pottsville are two small holiday villages on the way. Both have good camping grounds with the usual shops for supplies if needed. At Pottsville

the road back to the Pacific Highway turns right but we kept going straight ahead for a further 6 km., close to the beachfront. The trail deteriorated a trifle hereon but it's still a good road for bikes.

Wooyung Beach Caravan Park turned out to be a broad, grassy area with a few motel type units, some overnight vans, plenty of trees and acres of room for tents. A store at the office offered ice creams, milk and necessities if needed, but little else. It was an ideal *Get away from it all*, place. To us cyclists it was heaven. Dave had the tents erected and there was a promise of spaghetti bolognese

for tea. The sunset on this, our last night together, was even more spectacular than it had been for the entire week. No one wanted to get to bed that night! We built another huge fire, this time in a kind of a portable barbeque arrangement — so as not to burn the grass — we were advised. We just sat and talked and talked — and talked — and after the final cup of coffee reluctantly climbed into our sleeping bags.

Saturday; our last day together. We were up for a final and early breakfast; a lineup for photographs and we were away again. This time we were heading south for Byron Bay and the south bound train. The ride continued adjacent to the sea and although sandy and gravelly, quite good for biking until the Ocean Shores Motor Camp where we picked up the bitumen again. Westward now for a while until the Pacific Highway yet again. Here, four lines of speeding cars made us all long for the quiet country roads of the previous daily rides. However, after only 1 km. of mixing it with the traffic, we crossed the highway (hair raising!) and headed south west to Mullumbimby on a good bitumen surface with just a few hard climbs and then a thrilling 3 km. downhill ride almost to the edge of this delightful country town. We voted it

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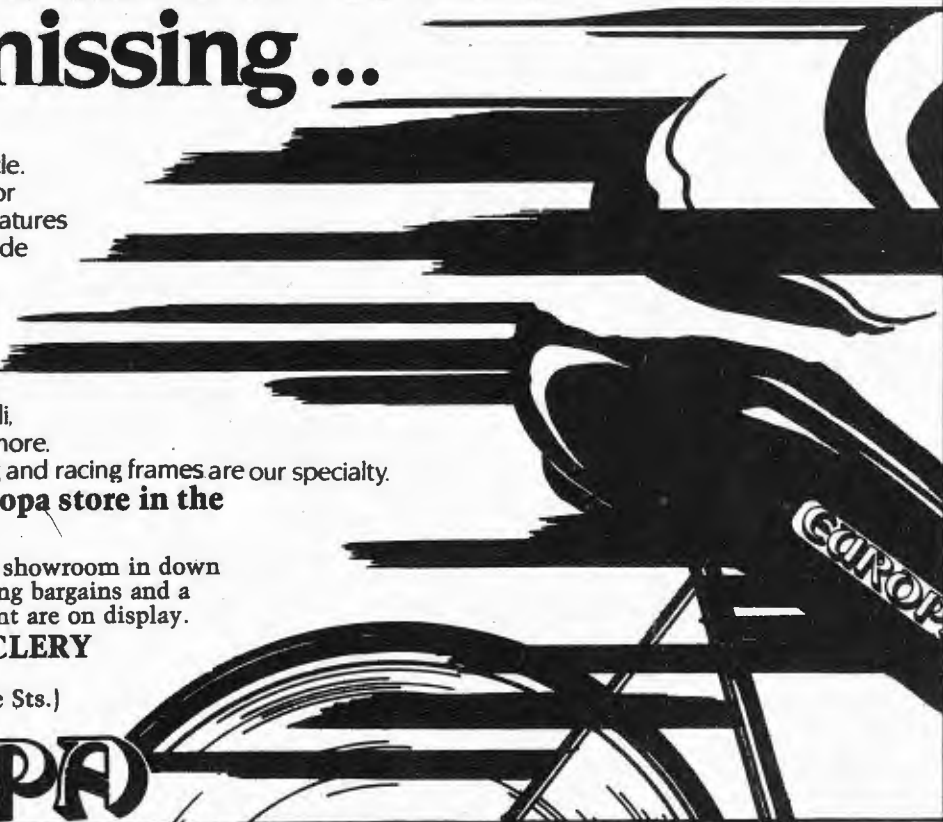
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morning tea time again and settled into the local cafe on the main street where everyone refreshed themselves. I am not sure what others ate, but I do know that I was served the biggest Lamington Cake I have ever seen. Without a doubt it could have been easily cut into four normal sized servings!

We rode through the rest of the township; out past the brilliant green of the Golf Course and turned left in the direction of the coast again. There were quite a few moderate climbs but no trouble for us. The 10 km. switch-back road through the lovely green countryside was very pleasant. Throughout the entire distance we were entertained by several Hang Gliders that soared above us like majestic eagles in flight. Many times we halted to look and admire.

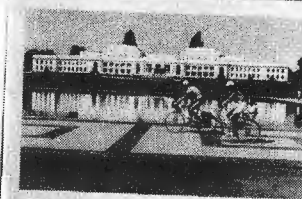
Eventually the village of Ewingsdale signalled where we crossed the highway once more and then it was the last easy 6 km. to Byron Bay. Each of us was wishing that it could have been yet another night stop and that the morrow would bring another day of congenial touring. But it was not to be! Some had to catch the Sydney bound train; others were staying a few days in Byron Bay before going home. Dave, John and I stacked our bikes on the top of Dave's vehicle for the trip

back to Lismore. I, to pick up my car for the return to the Gold Coast and Dave to take back to the Railway Station, two pieces of luggage that had been inadvertently loaded with our panniers and sleeping bags. These had been unloaded and reloaded with our gear for the first three days before anyone realised that they did not belong to us. The S.M. at Lismore had been frantically trying to locate them all the week and was as happy to recover them as Dave was to dispose of them.

Art had installed one of those new fangled electronic things on his bike. They tell you how far you've pedalled etc. and at Byron Bay he informed us that we had travelled 203 km. in the five days. There was lots of other information, too, but the only other thing I recall now is that our fastest speed was 57.2 km. We all reckoned that Juan on his runaway descent of Mt. Warning must have exceeded this by another 20 km.

To sum it all up; A delightful trip with more than delightful people; top class food; well organised with good roads well within the capabilities of medium grade riders. The ages? The majority were in their twenties, the odd one in the thirties and forties. Me? Don't write off the old timers yet. I am just a young 69.

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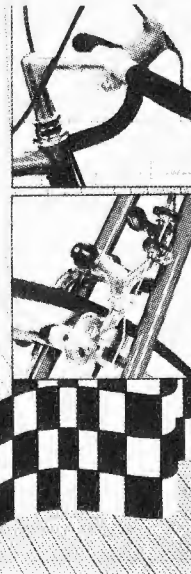
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The Cycleways of Melbourne

by Ray Peace.



Painted murals are a feature of the Knox cycleway.

Melbourne, Victoria's capital, has taken a sudden jump forward to join other Australian cities with a veritable explosion of cycle-path construction. In the past two years almost 100 kilometres of cycle-paths have appeared throughout the metropolitan area, with a rapidity and lack of publicity such that very few Melbourne cyclists know exactly where they all are.

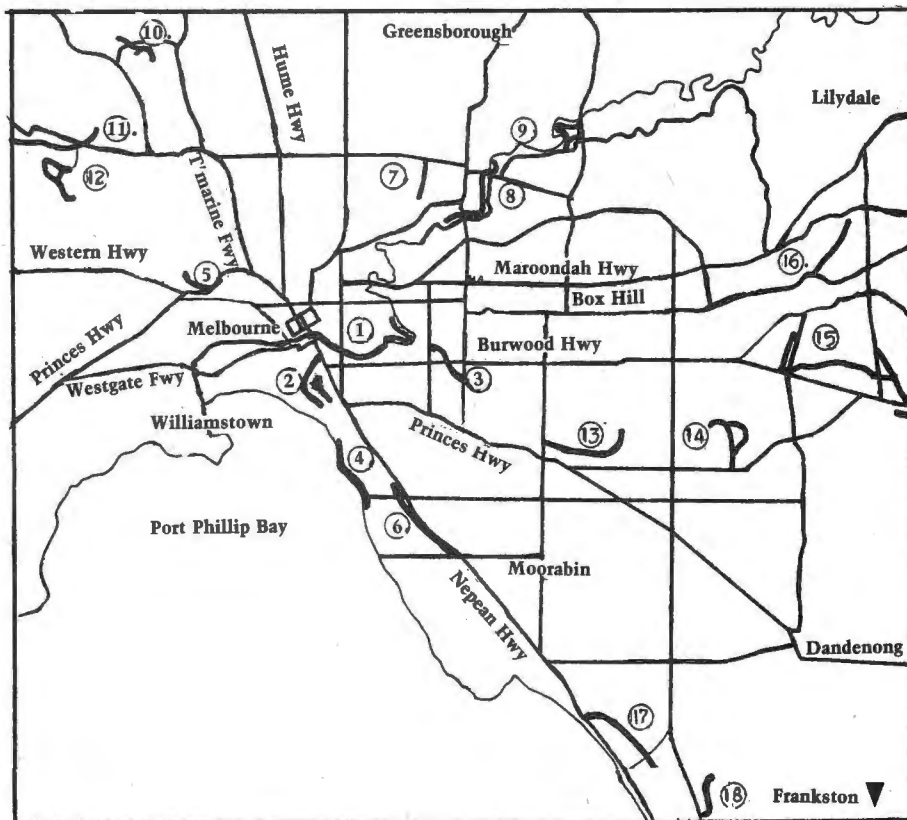
Although there are a few exceptions, most of the 20 part or fully off-road routes now extant have been built to a high standard with tarmac surfaces. The construction has been made possible by State Government funds channelled through Victoria's State Bicycle Committee to more than a dozen local councils and the City's Board of Work (MMBW).

The State Bicycle Committee has now published a pamphlet giving essential details of the major routes. However, for a detailed and critical look at what the city has acquired, one in particular — the Knox cycle-path, at the foot of the Dandenongs 30 kilometres east of the city — serves as a good example.

Although the path along the lower reaches of the Yarra River is much better known, the City of Knox's cycle-path is the longest in Victoria. The through-route distance is 12.5 kilometres, with a further 2.5 kilometres in feeders, and it connects three shopping centres, two schools and one industrial area. Built in stages since 1981, the cycle-path so far has cost the staggering total of \$1 million, with \$100,000 per year allocated for additional works. However, like all Melbourne cycle-paths it is confined to the boundary of the one municipality and doesn't connect with any others. For this reason the cycle-paths can't really be classed as a network, more a series of discontinuous sections that may eventually become one c. 1990.

The Knox cycle-path is virtually all tarmac 2.5 metres in width. This is the SBC's recommended standard but it doesn't mean a 1.25 metre clearway each way for riders, and the standard is not universally adhered to. Although most of its course through the suburbs of Wantirna, Boronia and Fern Tree Gully is suitable for high-speed riding, path-side posts, trees and at one point an armco barrier restrict clearances and tend to slow you down, to say nothing of the steel or wooden-fenced "safety" crossings on minor roads. Problems like these aren't unique; the much-vaunted Yarra cycle-path has several sections in its 10.5 kilometre length where clearances are down to spread-elbow width.

The width of the cycle-paths can be somewhat variable. In particular, the MMBW's 5 kilometres of cycle-path in Westerfolds Park, Templestowe, have been constructed to a width of 3 metres, as are parts of the 3.5 kilometres inner-city South



1. YARRA BANK: Length — 10.5 kms, City to Bridge Rd, Richmond via Sth Yarra, 1.5 — 2.5m tarmac surface. Melbourne's best known cyclepath. 2. SOUTH MELBOURNE: Length — 3.5 kms, St. Kilda Rd to Middle Park via Albert Park Lake, 2.5 — 3m tarmac surface. (Part shared road-way) 3. GARDINERS CREEK: Length — 3 kms, Glen Iris to Kooyong, 2.5m tarmac/gravel surface. 4. BRIGHTON: Length — 3 kms, Elwood to Brighton, 2.5m tarmac surface. 5. FOOTSCRAY: Length — 1.5 kms, thru Footscray park, 2.1m tarmac surface. 6. GARDENVALE: Length — 4 kms, Gardenvale R.S. to South Rd. Moorabbin, 2.5m tarmac surface. 7. IVANHOE: Length — 2 kms, West Ivanhoe to Banksia St, W. Heidelberg, 2.5m tarmac surface. 8. YARRA VALLEY/BANKSIA PARK: Length — 6 kms, Ivanhoe to Bulleen, 2.5m gravel surface. 9. WESTERFOLDS PARK: Length — 5kms, off Fitzsimmons L, Templestowe, 3m tarmac surface. 10. WESTMEADOWS: Length — 2 kms, Mickelham Rd to Nowhere Particular, 2.5m tarmac surface. 11. KEILOR: Length — 2.5 kms, Airport West to Taylors Lakes, 2.1m tarmac surface. 12. BRIMBANK PARK: Length — 4 kms, off Calder Hwy, 2.1m tarmac surface. 13. SCOTCHMAN'S CREEK: Length — 7 kms, Chadstone to Mt. Waverley, 2.1m tarmac surface. 14. JELLS PARK: Length — 4 kms, off F.T. Gully Rd, Glen Waverley, 2.5m tarmac surface. 15. KNOX: Length — 15 kms, Wantirna to Boronia & Upper F.T. Gully, 2.5m tarmac surface. Melbourne's longest cycle-path. 16. CROYDON: Length — 3.5 kms, E. Ringwood to Croydon, 1 — 1.5m gravel surface. 17. MORDIALLOC: Length — 5 kms, Mordialloc to Chelsea Hts, 2.5m gravel surface. 18. PATTERSON LAKES: Length — 2.5 kms, off Gladesville Blvd, 2.1m tarmac surface.

Melbourne route: However, the same authority's recently completed Scotchman's Creek path, 7 kilometres through the middle-eastern suburbs of Oakleigh and Mount Waverley, and some in the Yarra valley close to Westerfolds Park are only 2.1 metres wide.

Some councils have opted to use gravel instead of sealed surfaces, with mixed results. The City of Mordialloc 25 kilometres south-east of the city achieved fair running conditions on their 5 kilometre path running beside a land drain to Chelsea Heights. However, the City of Croydon, adjacent to the City of Knox, on it's 3.5 kilometre path has produced a poor surface that urgently needs upgrading. One of the 5 MMBW cycle-paths in the Yarra Valley, that in Yarra Park Heidelberg 12 kilometres north-east of the city also has a gravel surface. This is principally because of local resident objections to its sealing.

All the cycle-paths, including Knox, were designed primarily with recreational cycling in mind, which explains some of the peculiarities. The others can be explained neatly by

two points. The first is that the State government and it's sub-ordinate Bike Committee do not have full control on what the MMBW and the councils build with their funds. The second is that having spent them those bodies are not obliged to report back to the SBC precisely what was built and where. This produced the incredible result that the first full survey of all cycle-paths was carried out privately in 1982, and the SBC remained in ignorance for a further 12 months of precisely what their allocations had begotten.

Road crossings are one area in which the Knox cycle-path is outstanding. Three of the four major roads and the one railway line that cross the cycle-path are avoided completely by the use of subways, some of which were pre-existing as storm-water channels for the creek the path follows. On Stud Road outside the Knox City shopping centre traffic lights obviate the need for such costly works (\$40,000 for the Dorset Road subway alone.)

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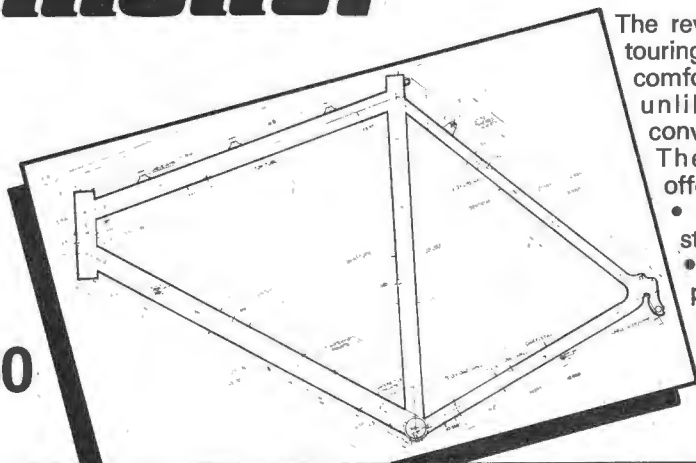
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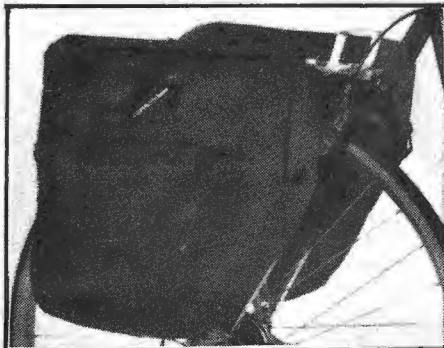


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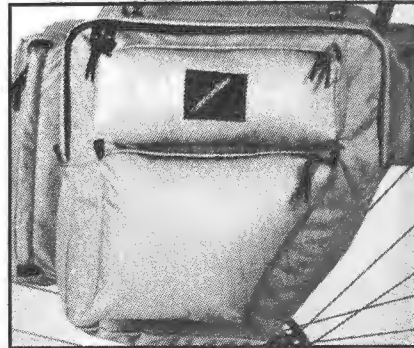


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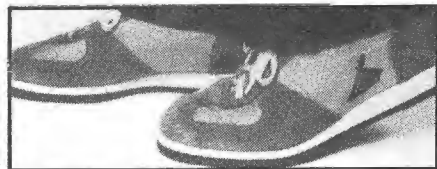
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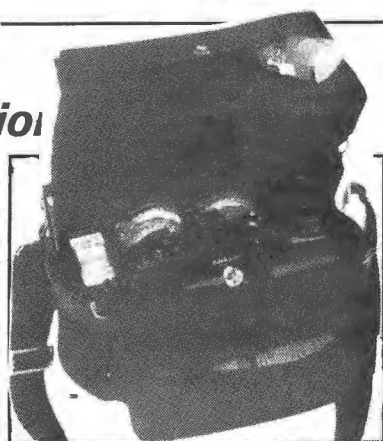
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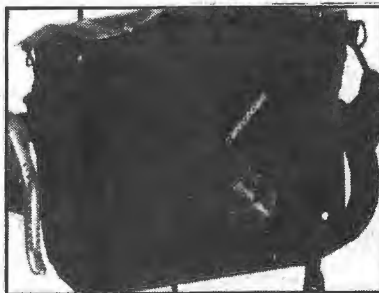
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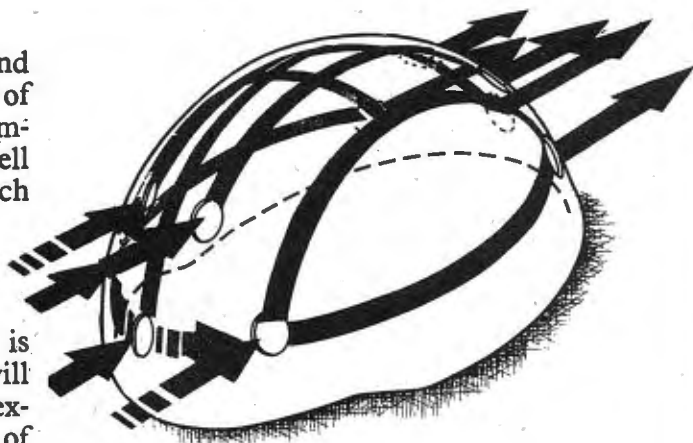
Weight: Small and medium (49 to 58cm) 440g, Large (58 to 63cm) 520g.

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speed of the cyclists but also those of approaching car-drivers using concrete blocks, an excellent idea which unfortunately has not been copied elsewhere. The cyclists' constrictions, in either wood or tube steel, are of the familiar "S-bend" type found at pedestrian railway crossings. Not all the councils have adopted this approach. The City of Malvern's Gardiner's Creek cycle-path 1 kilometre south-east of the Yarra Bank has a neat solution to the heavily used Toorak Road crossing: there isn't one. You take pot luck with the peak hour.

The Yarra Bank cycle-path and a number of others make use of space under existing bridges, while a tunnel was actually dug under Banksia Street in Heidelberg to connect the Banksia Park and Yarra Park cycle-paths. One variation used on the Melton cycle-path 37 kilometres west of the city is a 20 metre long wooden fence on either side of the road, restricting a crossing to a single point, similar to a school crossing. Two crossings on the bayside cycle-paths, one at Elwood on the Brighton route and the other at Mordialloc call for special attention, for they are the only points where the cycle-paths of Melbourne cross waterways on non-road bridges. Two functional but elegant arched wooden bridges were built specifically for the cycle-path; the design is excellent.

Finding a suitable place to start or finish a cycle-path seems to have been a problem in some parts of Melbourne. The Knox cycle-path has two separate eastern end-points, appropriately at a school and a major shopping centre, but the western one is simply a convenient intersection. This compares fairly mildly with the Yarra Bank route which peters out under a bridge in Richmond. However, the prize in this respect is

taken by the short but excellent Westmeadows cycle-path 15 kilometres north-west of the city, which follows the course of Moonee Ponds Creek for 2.5 kilometres and then simply stops in the grass 1 kilometre from absolutely anywhere. Unlike most others, Broadmeadows council disconcertingly ran out of cash right there.

Though it doesn't have any direct connection with the riding of them, where and when cycle-paths are built is sometimes not as straightforward as it seems. For example, in the case of the Knox cycle-path I leave it to the reader's judgement to decide whether its rapid growth has anything to do with the fact that: (a.) It is located entirely within the electorate of the Minister for Transport, Mr. Steve Crabb, and; (b.) The Mayor of Knox City, Mr. Peter Maley, by an odd co-incidence happens to be an adviser to Mr. Crabb at the above Ministry.

Equally odd was the fact that at least 20 kilometres of cycle-path, including part of the Knox route, came into existence in the space of two months, May and June 1983. It would be difficult to deny that this did neatly spend the 1982-83 budget allocation just in time to claim another one for 1983-84. The simplicity of much cycle-path design belies the politics behind them.

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One simple but critical item on all bicycle-routes is sign-posting, and here again the Knox cycle-path stands out. The hazard indications on the subways with restricted height clearance are simple and graphically clear, as are the shared foot-path sign-posts on some of the feeder routes. Sign-posting on other routes is again usually the responsibility of the councils, with varying results. Most of the routes have sign-posts at road crossings indicating they are there, but not much else. The Croydon and Gardiner's Creek cycle-paths have this problem because the signs give no hint of how to pick up the next section over the road, not terribly visible over 100 metres away. The Yarra cycle-path suffers a little from the same problem simply because of the high density of the inner-urban areas through which it passes, over, under or across more than a dozen major roads, three rail lines and a freeway.

The cycle-paths the City of Melbourne now has have been planned and built under the auspices of the Melbourne Bike-Plan, which if the cycling route-maps released by the SBC are to be believed envisage a network of cycle-paths through every park, creek valley, foreshore reserve and torn-up railway the city has. This of course assumes both the cash to build them and that the Government won't decide to use them for something else instead, i.e. Gardiner's Creek in Glen Iris 10 kilometres south-east of the city, in which a cycle-path has been built exactly where a freeway is going to be built.

In this context it is instructive to remember the Melbourne Town Plan of 1929, and the Country Roads Board's Master Plan of 1954. One envisaged a city of public squares, imposing public buildings, tree-lined Parisian avenues sweeping into the central district and a public transport system second to none. A quarter century later an entirely different vision was put forward, one in which the entire metropolitan area would have been dissected by massive eight-lane freeways, the inner suburbs and all the creek and river valleys cut to pieces by linear shrines to the Great God Car.

Neither plan was ever fully implemented, and the disjointed fragments of both have in many cases contributed directly to the current mess because they were only part of a solution. Melbourne has good cause to be proud of its cycle-paths, and public praise would have been forthcoming some time ago were it not for the fact that publicity has been abandoned to a few dedicated outsiders. But unless a consistently positive attitude as well as funding is taken by the Government towards the cycle-paths, the embryonic vision in tarmac of the Melbourne Bike-Plan stands a pretty good chance of following its predecessors 54 and 29 years removed.

A safety road crossing on the Knox cycleway that slows down cars and bicycles.



CYCLE TRAILS **ACTION**

Australian Cycle Trails **Gearing up for '88**

After a year of at times, frenzied, behind the scenes activity, Australian Cycle Trails is about to go public.

The official launching of the recently incorporated body will be its first national conference to be held in Sydney on the Australia Day long weekend in early 1984. The conference will contain the annual general meeting where a new board of directors for 1984 will be elected. As well there will be a programme of workshops, discussions and talks centred on the important work ahead for the organisation as it prepares to stage Australia's great Bicentennial Bike ride.

For full details, registration and membership applications send a stamped addressed business size envelope to the secretary, Australian Cycle Trails P.O. Box 57 Broadway NSW 2007.

A busy year

1983 began with the completion of incorporation proceedings making Australian Cycle Trails (ACT) Inc. a legally incorporated body in the Australian Capital Territory. The original steering committee which has guided the organisation since it began in 1980 will carry on through to the Australia Day weekend conference when the first elected board will take over.



Much of the work so far achieved by ACT has been the work of this small group of dedicated people. Prior to 1983 they had managed to: develop two major cycle trails (Brisbane — Sydney, Sydney — Melbourne) and published preliminary guides in *Freewheeling*; commence research on two more; organise the small but successful tour of the Snowy Mountains in 1982; complete and submit a proposal to the NSW government to complete final research and publish a guide book for the Pacific Coast Sydney

Trail; and submit a preliminary proposal to the Australian Bicentennial Authority for the staging of a 1988 Bicycle Event.

Throughout 1983 much of this work has been continued and consolidated.

Over Easter '83 the inaugural tour of the Southern Tablelands (TOSH) was staged. This fully supported ride catered for 40 riders and broke important new ground in the area of organised bicycle tours. The riders participating were treated to a level of support not previously provided, such as catered meals (breakfasts and dinners), baggage shuttle, tour information sheets, repair van plus extras such as cloth patch and return rail bookings. TOSH is expected to become an important continuing event and bookings for the 1984 ride will open in early February.

Between the running of TOSH and the end of 1983 the organisation disappeared from public view as board members worked to compile the final proposal to the Australian Bicentennial Authority.

In early November the 96 page document was completed and presented to an enthusiastic ABA for endorsement. The proposal will now go through the ABA's committee structure before gaining official endorsement expected about mid 1984.

In the meantime, National coordinator Michael Burlace has completed and submitted on behalf of ACT a job creation proposal to the Australian Government's Community Employment Programme. The scheme if accepted will employ five people to train as trail researchers and bring the Pacific Cycle Trail to guidebook stage. This will provide a tremendous boost to the work commenced in '84 leading up to the Bicentennial Event.

The 1988 event will be fully discussed at the ACT conference by members attending. Copies of the proposal to the ABA are available for \$10 from the secretary. ACT members qualify for a 25% discount on this publication.

The secretary would like to take this opportunity to thank all those who have helped ACT during its formative years and apologise to those who are still waiting for replies to their correspondence. A newsletter is currently being prepared and distributed and all members should receive this letter by the end of '83. ACT invites all members of the general public to help the work of the organisation by becoming supporting members. This can be obtained by sending in your fee with the application below.

A regular column will now appear in *Freewheeling* each issue to keep the general readership informed on the activities of the organisation as it enters its most important phase.

Cycle enthusiasts interested participating in the 1988 rides should note that applications will not be opened until January 1987. Full details of this event will naturally be a feature of forthcoming ACT newsletters and *Freewheeling*.

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A Day at the Races

by Warren Salomon



The scene at the new Canberbury Velodrome, Sydney during the Clarence Street Cyclery carnival. The event being run here is a motor pace race where riders slip-stream a motor cyclist until two laps before the finish. The small grandstand and banked track give spectators an excellent view of the race at close distance. Photo Tom Harrison

Phil Anderson was there signing autographs for young admirers and presenting prizes to the track competitors. In spite of cloudy conditions which produced some rain earlier in the day, a good crowd turned up in the cool blustery wind to witness the 1983 Clarence Street Cyclery Pro-Am Track Carnival.

For those of you whose only interest in cycling is to ride your machine, I heartily recommend you do as I did and get along to your nearest velodrome for one of the many track 'meets' in the summer track season. Sydney riders and spectators are privileged in having as a venue the new Canterbury Velodrome at Tempe.

Situated in parkland on the Cooks River, the velodrome is almost identical to the Chandler track in Brisbane where last year's Commonwealth Games track events were held.

The track itself has a smooth banked concrete surface with a small spectator stand overlooking the start/finish line.

For me it was the first visit to the new track, a far cry from the nice but aging Camperdown track in Sydney's inner west.

The programme started at 2 p.m. and for hardy spectator types went non-stop through to mid-evening.

Seeing Phil Anderson was probably a thrill for most spectators even though he didn't race. Once again we were reminded that here is an Aussie who has had to go overseas to make it to the cycling big time. At home there is not the population or the interest in the sport as in Europe. Yet at Tempe

that windy November afternoon the elements of a booming sport were to be seen if only they could be successfully combined.

Firstly what is needed is sound promotion and effective sponsorship. All that was obvious at the Clarence Street Cyclery Pro-Am Track Carnival. Hats off and big cheers must go to this Sydney bicycle shop for its courageous effort in putting some pizzaz into what has become a very conservative sport. The prizes and the prize money were there and the programme had the right blend of gifted amateur and seasoned pro.

In fact the list of stars was top class with the current greats of the track scene all in attendance. Too bad Gary Sutton was prevented from participating by his recent arm fracture. As Carnival Director his other talents were perhaps better demonstrated and the result was a well put together smooth flowing progression of events.

More than promotion and prizes for the riders, the sport needs a tighter spectator oriented type of day carnival. A race-goer or footy fan is treated to 3-4 hours of action building to a nice climax. When I left after the main event the programme was still only half of the way through.

Everybody races at this kind of cycling carnival from E grade amateur to professional. I have nothing against juniors racing in major events but the race administrators need to consider the presentation of their sport and structure major events so that the public is shown a tightly organised showcase of great track cycling. Ten or twelve main events would be ade-

quate for this type of meeting.

Without a doubt the day was a great success and a triumph for Clarence Street Cyclery and its manager Tony Cook. What came across to me in talking to many acquaintances on the day was that the cycling public wants more such events. Many who turned up had never been to a track meet before and from their comments it would seem that the sport gained some new followers from that day on.

Dismally lacking though was any form of major sponsorship by a brand name bike distributor. If the bicycle industry majors have no faith in their sport how on earth do they expect to continue to stay in the business of selling bikes. An American friend (who is a real bike nut and is interested in all forms of cycling) once said that the only way to encourage cycling is to promote cycling. Sure the bicycle industry needs better structured track meetings designed to attract and hold a large and growing spectator following, but if they do not bring their influence to bear then the sport will not hold on to the newcomers who turned up at Tempe that windy Sunday.

Bicycle riders who have never been to a track meeting will find a visit to their city's major velodrome an exciting though drawn out affair. Canterbury velodrome on carnival day had a good commentator who explained the different types of race as they progressed. Even with a big crowd it is not hard to get a good view of the action.

The absence of women competitors is a sorry affair and speaks of the paternalistic attitude of the sports administrators. Of the 150 or so competitors at Tempe only ten were women. At one stage as the all male race competitors were taking their marks the race commentator commented that his wife could get ready faster.

Some fellas may not agree, but cycling in all its forms is handicapped by its male dominated past. If the cycling sport doesn't make a non-patronizing effort then women athletes will continue to flock to other sports like running and the triathlon.

The major event of the day was the inaugural running of the Clarence Street Cyclery Cup. This was run over eight heats and a final. Enough racing in the one event to make up an exciting day's programme. The start of the final was a bizarre affair with handicapped riders spread out two thirds of the way around the 333 metre track.

The scratch riders faced a gruelling task to catch the other riders on six laps.

The race was run in a blistering 2 minutes 12.5 seconds with most of the excitement generated by scratch rider Shane Sutton. With only half a lap to go he tore through the lead pack and challenged the lead only to be held off by relative newcomer Craig Milton from Coffs Harbour.

Bicycle Pannier Bags

Tried and true and a look at what's new

When work commenced on this survey we thought that we could cover the market but with the rash of new bags and new models of existing brands competing for space we chose to take a brand by brand approach and try to give some overall view of the shape of the present pannier scene. Front and rear bags have only been included in this survey.

When shopping for pannier bags there are some features which are more important to the user than others.

Mounting and Stability

It is important to have bags which fit well to the rack and stay on even over rough roads. Some types of panniers are designed to fit on any rack. This type of approach by a manufacturer is down right sloppy and fails to understand the sophistication of the bike bag mounting system. The best mounting bags we saw were the ones designed for the maker's racks. Sure you have to buy the whole system and the bags are not interchangeable with other racks etc., but if secure mounting and stability is important then a well designed rack/bag system is the best.

Most of the bags tested used the two hook arrangement pioneered and refined by the English Karrimor company. Some of the cheaper and newer varieties made the tragic error of locating the hooks too close together and not at the edges of the bag. This usually resulted in the bag wobbling back and forth.

With flapping (in and out movement) the major problem to be overcome, badly positioned hooks only added to the lack of stability offered by the bags.

Accessibility and portability

How easy is it to get into the bags? Most bags used draw chord fastening of the main compartment with strap fastened flap overall. With this method it is slow and tedious to get into the bags. Zip fastening pockets enable the rider to gain quick access to bits and pieces that require frequent attention. Zippers however need a generous weather flap to protect the contents from rain and wind. Zips for main compartment openings must be of large size otherwise they will wear quickly.

All bags must be easily portable off the bike. Bags which clip together as one article of luggage are best for train and air travel. D rings on the top corners permit a shoulder strap to be also used for carrying bags off the bike. Bag

carrying straps with their ends fixed furthest apart are the most comfortable. Avoid the carry straps that cut into your hand by trying them out before purchase.

Size

Large pannier bags can quite often give problems if insufficiently filled. Avoid bags which sag down over the axle when lightly packed. Some types with rear pockets flapped back into the spokes when lightly packed.

Check the stiffeners and see if they will prevent the bag from sagging into the spokes.

Large pockets on the outside increase wind resistance but rear pockets can swing into the wheel. Pockets are good to have but check the bags first for size to see if the smaller non pocketed model is more your size. Campers will obviously need the large bags while day trippers the smaller (even single-mount large front or three position bags) will do.

Fabric

Some manufacturers claim that certain fabrics are more waterproof than others. The weakness in most bags is often in the fact that they have seams and a flap opening. The wind will drive rain in through minute cracks in seams and under the top flap if it is not closed tightly. We always recommend the use of plastic inner bags just to be sure. Packing equipment like this helps keep it together and better organises the contents.

Nylon reinforced canvas though heavy is a very good fabric for weather proofing. Equally good are certain kinds of heavy duty nylon with pure cotton and lightweight nylon the least waterproof.

One hundred percent canvas has to be looked after and stored in a dry condition or else mildew will rot the fabric. All kinds of nylon should be stored away from light as excessive ultra-violet rays harden and crack the fabric. With normal use this should not occur.

Brand by Brand

Bellwether

This US manufacturer has now developed an excellent top-of-the-line range of bags. Cheaper models are good but lack the good features of the 5000 rear bags 5001 large front bags.

*Both of these bags feature a rigid aluminium stiffener which extends up the back and out over the top. This is braced by means of aluminium struts and forms a firm top from which the bags are suspended. This handy feature means that even when empty or partly full the bags retain their shape and don't sag.

The 5001 front bags have a huge capacity making them ideal for the low mounting position front rack which are designed to carry more weight forward on the bike.

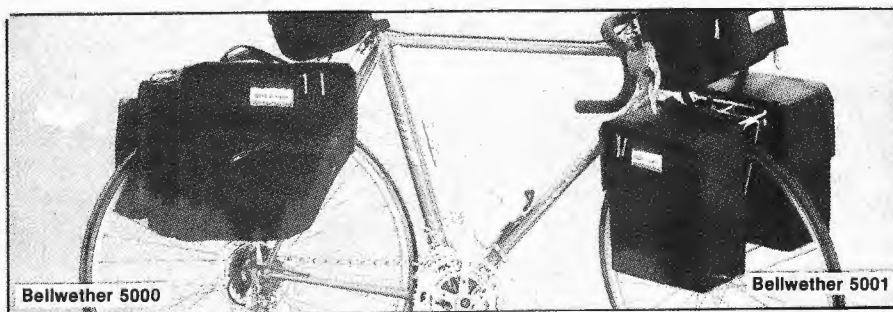
On the models tested the only design fault which could be detected was the protrusion of bolt heads fastening the mounting hooks to the stiffener. Equipment packed against these bolts tended to get holes worn in them by the bolt heads.

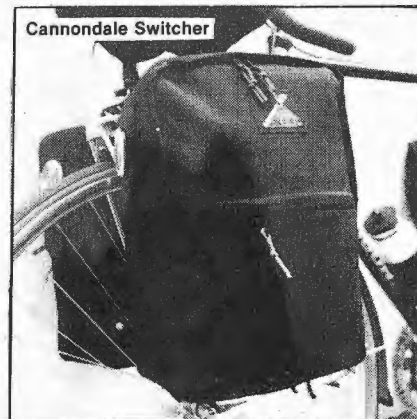
The bags both had D rings fitted to enable them to be carried by means of a shoulder strap.

The 5000 rear bags had a non-tapering rear pocket and one large side pocket. On both front and rear bags the main compartments used zip opening.

Bellwether's cheaper bags are the 1202 rear and the 1203 rear. The 1202 is a 'throw over' set suitable for short trips. Its two outside pockets (one on each side) are velcro closed and the main compartments use zip fastening. The 1203 bags are huge in capacity primarily because of their large top centre compartment. As with the 1202 both bags are joined together and have a large and deep zip opening compartment sitting over the two side compartments.

Fastening on both types of bags is by means of shock chord and hooks. Approximate retail prices: 5000 \$96.00 pr.; 5001 \$72.00 pr.; 1202 \$27.50; 1203 \$55.00.





nylon cordura fabric while the Shut-tles type is constructed from standard weight nylon cloth. Both bags have internal moulded nylon/resin stiffeners which support the bags from the top as well as the back. This feature is common to the new generation USA bags and is an excellent



Bunyip

These sturdy Australian bags are made from a cotton polyester fabric called Superdax. The bags are well stitched and have stiffeners made from strong flexible plastic. Rear bags are available in two versions; the city model has no external pockets. All bags use a draw string closure and a weather lid/flap over fastened by straps and double D rings.

All bags have an extendable nylon throat and the covering flap is of generous size.

The more expensive touring rear bags feature two extra outside pockets.

Both front and rear bags have large patches of sewn-on reflectorised tape on one edge and the side. The bags are held onto the rack by die-cast hooks securely fixed through the back of the bag to the stiffener. The bottom of the bags are tensioned by means of a shock chord and hook arrangement. Tension to the chord is provided by a strap and two 'D' ring arrangements.

Outside pocket lids are velcro fastened for rapid access and the main compartment straps fix by means of

double D rings. Though straps are used by many manufacturers to fasten the main bag compartment this method is fiddly and offers the slowest access to gear stored inside the bags.

Bunyip have released a new extra large front pannier set suitable for tandemists and overland tourers. The bags are designed to mount on either US or Japanese alloy low front mount racks.

This new model has double straps fastening the top lid and a distinctive bag shape.

Generally speaking these bags are strong and durable and suited for transcontinental expeditions. Their only disadvantage is common to many pannier types: slow and fiddly access (strap fastening system) and their tendency to sag when partly loaded or not strapped up.

All bags in the range can be joined together in pairs and carried as hand luggage by means of a strap or their excellent carry handles. Prices: Rear bags (pr.) 2 pocket touring model \$95.00, Pocketless (City bag) model \$69.00, Front bags Std. \$47.00 (Tandem) Low-rider \$78.00.

It should be noted that both Bunyip front bags are suitable for use on low mounting front pannier racks.

Cannondale

These smart north American made bags have become available since our last survey. They offer the traditional US approach to pannier design. Lots of pockets and mainly zip fastening of the openings.

There are basically two rear bag designs and one front with a number of models of each type in different pack cloth. Handle-bar bags and saddle bags are also available.

The standard front bag design comes in a choice of two fabrics. The Switcher model features heavy duty

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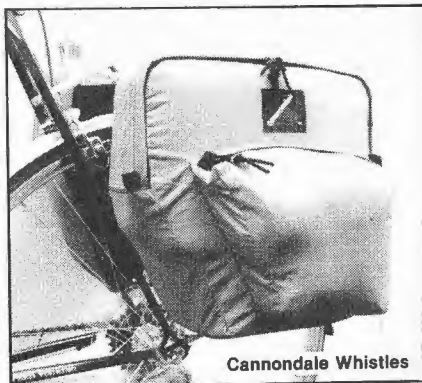
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design improvement which virtually eliminates the sagging of the bag into the spokes etc. The front bags have a large full size main compartment and one flat exterior compartment. Both are zip fastened with cord tags tied to the zip sliders. Other features are front and rear circular reflectors and comfortable carrying handles. D rings are provided for joining bags together and transporting as a single unit by means of a shoulder strap. Shuttles bags are available in Red or Blue, \$49.00 pr.; Switcher type in black for \$69.00 pr.

Rear Cannondale bags feature the same excellent internal support frame and choice of fabrics and colours as for front types. The black cordura overlands bag is the top-of-the-range bag and has four external pockets per bag. The nylon (blue or red) Whistles bags have only one side pocket per bag. Both feature comfortable carrying straps, rear warning reflectors and



Cannondale Whistles

provision for joining the pair of bags together as one piece of off-bike luggage.

All bags have a suspension system consisting of aluminium top hooks tensioned by a spring and hook device which connects to the bottom of the rack or drop out.

These bags were not road tested and a full review will appear in a future issue.

Overlands bags cost \$110.00 pr;
Whistles bags cost \$89.00 pr. \$42.00

Eclipse

These US bags employ a unique slide mount system which is designed to fit to a special alloy rack. Adaptor plates can be fitted to standard racks but the best effect is achieved with the Eclipse rack.



Cannondale Overlands

The top of the range Transcontinental bags use a cordura fabric and feature three external pockets per bag. The bottom fixing device is excellent and of all the panniers so far tested, this arrangement gave the best stability characteristics. Both bags can be joined together by means of snap fastening tags and two carry handles permitted the bags to be carried like a suitcase as one item of luggage. The only disadvantages that the Eclipse bags displayed as off-bike luggage was the lack of D rings to enable a



Eclipse Transcontinental



TOURLITE HELMET

BELL

shoulder strap to be used and their habit of falling over when stood on the ground. This was due to their wedge shape — good on the bike but a nuisance off the bike.

The Eclipse Transcontinentals are by far the quickest panniers to get into. A cord-lock draw string secures the main compartment and a similar lock fastens the generous main lid flap to the body of the bag. There is also a zip flap entrance half way down the body to permit access to the bottom of the bags.

A corrugated plastic stiffener is used giving strength with little weight and the internal support bracket ensures good support from the top completely eliminating bag sag when empty or partially full.

All outside pockets are zip fastened and hidden by small weather flaps. The Professional model is the same as Transcontinental, only there are two external pockets per bag. The standard bags offer the same frame stiffener and mounting features as the Transcontinental bags. They offer one external pocket per bag and can be used as front or rear mounting. They are suitable for low front mounting provided that the special Eclipse rack is used.

Overall the Eclipse bags are excellent system designed bags designed for long use.

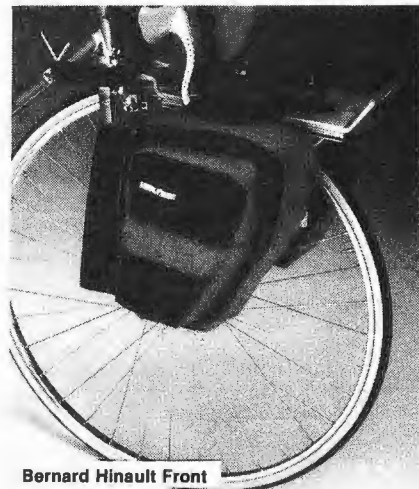
All bags are available in Blue, Red or Grey Cordura fabric. Transcontinentals cost \$145.00 pair approx. Standard Bags \$85.00 approx. Professional \$120 approx.

Bernard Hinault

In the past, European bags other than English make were not available in Australia. Now the Bernard Hinault range is being imported and is available in a number of configurations.

All bags employ a steel hook suspension system and two spring tensioning devices. The springs are adjustable for different rack sizes. The top hooks are obviously designed to fit any rack and are of large enough diameter to even fit over a bike top tube. They may have to be rebent to prevent the bags from jumping off a steel rack.

Both front and rear bags are of similar shape except that the front bags are much smaller.



BELL BIKER HELMET

Two exterior pockets per bag are provided on all bags and the tops of the bags are provided with special velcro straps to permit modular add on units to be fitted. This in essence is an add on pocket system. The complete bag system also includes two sizes of handlebar bag and a shoulder carry bag. All are available in two tone blue/grey heavy proofed nylon. All openings use zip fasteners.

Good carrying handles are fitted to all bags but there is no provision for joining the bags together as luggage.

A road test review of these bags will appear in a future issue.

Rear bags \$49.94 approx. Front bags \$43.95 approx.

Hiker Biker Twilight

The Hiker Biker range features bags made from retro reflective Early Warning pack cloth. This fabric is coated with a substance similar to that used in reflective tape. It reflects light such as car headlights back to its source and is as such very directional.

The bags are constructed of 315 gram Early Warning cordura type coated nylon fabric and are distinctive two-tone orange and navy blue colour scheme. The rear bags use heavy duty steel hooks riveted through to the PVC stiffener. Bottom fixing is by means of a light shock cord and hook device.

The main compartment has a draw string and cord lock fastener and a

generous flap lid with metal buckle attachments. Though these performed well the strap and buckle system is fiddly and slow to operate.

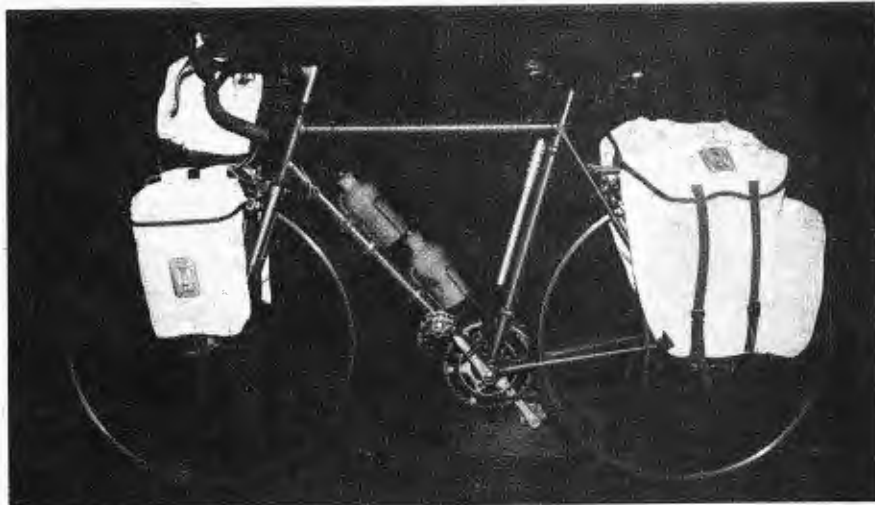
The large rear pocket is closed by means of a zip. As with other similar shaped bags this pocket can sag into the spokes if the straps and the bag top are not securely fastened.

Front bags are the throw over type and cannot be used as separate units or on low mounting front racks. Tensioning arrangement is similar to rear bags. There is a map pocket in the side of each front bag. At present the Hiker Bikers are the only bags offering

the distinctive safety feature of Early Warning fabric. Rear bags \$94.00 approx. Front bags \$48.00 approx.

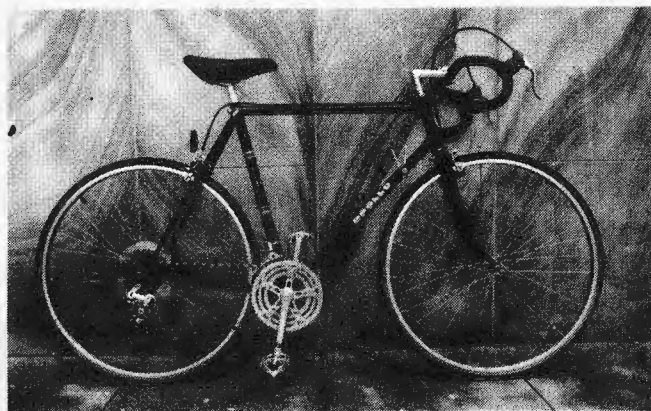
Karrimor

This English company have been making bags since the 1930's and have set a pattern for pannier design which many others have emulated. The Karrimor steel pannier rack has become a touring standard but recent developments with alloy rear carriers and low front mounting systems (mainly originating in the USA) have made the company look in different directions.



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With the new Kabriolet range Karrimor takes its first departure from the traditional rear and front pannier designs. The Kabriolet bags have only just been released in Australia and so full review of them will have to wait until a future issue of *Freewheeling*.



Karrimor Kabriolet 1

Briefly the Kabriolet range consists of three new bags. They are positioned at the top of the range and are designed for the second or third generation bag user rather than the newcomer. All bags are constructed from the heavy duty nylon KS100e.

Front and rear bags both have the newer aluminium strap and nylon adjustable hook suspension system with shock cord tensioning hooks to fix the bottom of the bags.



Karrimor Kabriolet 3

The front bags are called three position bags and can be mounted in the standard rear, front and low-front positions. The Kabriolet 1 is a rear bag which will also fit a front low mounting rack. Kabriolet 5 is the name for the handlebar pack.

All bags feature distinctive orange and blue two tone pack cloth construction. The inside faces of the front and rear bags are covered with thick vinyl cloth. The Nylon stiffeners are fully enclosed.

Karrimor's standard range still consists of the large size Iberian (rear), Standard rear, front and handlebar bags.

The Koronet range is a budget priced version of the standard range aimed at the beginner market.

Karrimor bags all feature the suspension and fastening system described above. The makers have tried to design a system which will fit all kinds of racks. The unfortunate

result of this is that the bags with the new system do not fit the standard Karrimor rack as snugly as in the past. The Karrimor pattern steel rack is still the best type available for large bags. The design keeps most of the bags out of the spokes if the bags are partly laden or not fully secured. Karrimor bags from the standard range do not mount as well to Blackburn type alloy racks as their new Kabriolet bags. Sag is once again the problem.

Std. Rear \$69.00* Iberian \$72.00*
Front \$36.00* Kabriolet 1 \$96.00
(*Prices quoted for Silvaguard fabric).
Kabriolet 3 \$84.00.

Pathfinder

These budget bags have steadily improved in quality since they came on the market a few years ago.

The rear bags are similar in shape to other Karrimor influenced designs. Fabric is a heavy duty bright yellow nylon with good proofing. Rear bags use steel hook plate suspension with rubberband and hook bottom fastening. The stiffener on both front and rear models in PVC sheeting.

The main compartment is closed by a drawstring through eyelets and is water proofed by a lid locked down by nylon straps and buckles. This type of fastening system as mentioned previously is slow and fiddly.

Front bags are the joined together throw over type with bottom fixing as for rear models. The main compart-

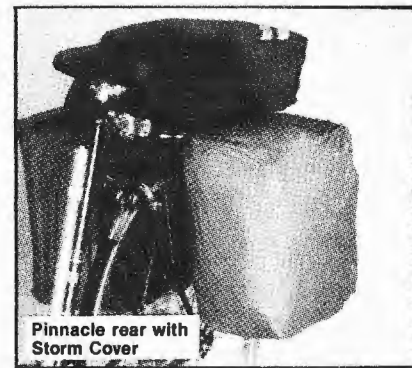


Hantrade Front,
Rear, Jumbo.

ment has a zip opening with protecting weather flap. Down the side of each bag is a pocket suitable for maps etc.

An extra large rear model is also available. This bag features a huge cargo compartment on top of and joining the two side bags together. This bag can only be used as a single unit and will fit most types of rear racks. Tensioning is as for rear bags.

Prices Rear Jumbo \$29.95 approx.
Rear Std \$32.00 pr. approx. Front \$10.95 approx.



Pinnacle rear with
Storm Cover

Pinnacle Panniers

From the land of the long white cloud and short stunted vowel hails a new line of panniers under the brand name of Pinnacle. Manufactured in Auckland, they are well suited to long distances and the tourist who has everything and wants to take it along.

The Pinnacle range are constructed from heavy-duty nylon fabric, are strongly stitched and utilize that much loved married couple, nylon webbing and shock cord. All the bags have zippered openings, rain resistant overflaps and loops of in-sewn webbing that provide practical carrying handles. Each has a snugly fitting elasticized 'shower cap' that keeps out most elements.

The rear panniers are rectangular and deep, with a cutaway on the forward side. They are stiffened on the inside by tough but pliable plastic boards which, like my own legs, bowed slightly in the first week of use. This in itself presented no real disadvantage for they did their job well. The bags attach to the rack's top by two steel hooks that have enough width and softness of curve not to eventually eat into your defenceless rack like a ferret. The hooks are twin bolted through bag and stiffener.

The bottom is secured by a shock cord and aluminium hook which feed through two D-rings sewn to the bag's inside in a central, vertical line. The cord hooks onto an appropriate part of the rack's struts. I used these on a Blackburn rear rack. There was play evident, particularly over bumps, as the elastic cord stretched at the point it runs through the lower D-ring. It is the signature of this traditional attachment design. There was also some sway and the sheer girth of these bags when fully loaded is a contributor. The root of this problem

however is that the steel top-hooks are not positioned far enough apart to instill better stability.

Each of the bags' outer top corners sports a loop of webbing bearing a D-ring, allowing strap attachment for those folk desirous of the shoulderbag look.

Searching for the pannier's soft underbelly proves a pleasant adventure. For soft it is not. The exterior has been reinforced beneath and a quarter of the way up the inside with a vinyl 'hide'. This should substantially extend their lifetime in the face of upflung road gravel and countless youth hostel steps yet to come.

The bags close with a standard nylon zipper with single tab. The

debate of zipper versus strap and buckle will no doubt continue into the next millenium. In this regard the Pinnacles have the orthodox set of pros and cons. The zips worked fast and cleanly, except when goods and chattels were packed to the brim, in which case the zip had to be coaxed round corners. Occasionally the edges of clothing, laces, plastic bags and unfashionable locks of my hair got caught in the teeth during speedy, romantic exits from rest stops. The zippers are of good quality and should last providing they are never forced. There is a deep zippered pocket sewn onto the rear side which is sensibly dressed in a silver strip of reflective tape. These panniers are spacious.

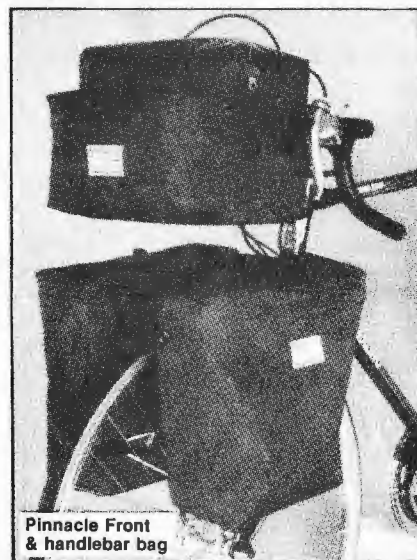
Whole civilizations could disappear within them and the temptation hardest to resist will be overpacking.

The front panniers are of standard shape with a cutaway on the rear side. They are joined at the top by a double thick skin of nylon making them an easy to onload/offload set of 'saddlebags'. Their smaller scale version of the loop of shock cord and hook system differs in that it is connected to the bag horizontally instead of vertically. Fully packed they rode well.

The handlebar bag is accompanied by a plastic covered metal outcropping rack that mounts on the stem like the horns of some avenging bull. Its two prongs slide into sheaths of webbing on either side of the bag and the whole system is ballasted by the tethering of three unbilical shoelaces to locations on and around the handlebars. In fact only one lonely shoelace does any real anchoring and the rack is not of substantial enough design to work. The bag never really sat right and seemed intent on putting its nose to the spinning grindstone of my front wheel. It is roomy and is stiffened on the bottom. There is an excellent clear plastic map holder on top with access from the interior. This is a device which tends to 'sweat' on hot sunny days and becomes a vast pimply face staring back at you on rainy ones, but for many people it is a reassuring window on the world.

The Pinnacle bags come in blue or bright red. The latter colour can be seen over a good distance and is not, as one motoring friend theorised to me, in order to hide the blood.

Phil Somerville



Pinnacle Touring Panniers

Rear \$79.95

Weight: 1320 gms
Capacity: 36.5 litres

Front \$38.85

Weight: 660 gms
Capacity: 18 litres

Handlebar Pack \$42.30

Weight: 420 gms (with 'rack')

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THE FAT TYRE FANATIC



If it was the Americans who invented the fat-tyres all-terrain bike then it was only a matter of time before a

magazine devoted to that bike and its users was also invented.

The Fat Tire Flyer (note USA spelling) is the creation of its publisher Denise Caramagno and her Californian associates — notably the editor Charles Kelly.

The mag grew from its newsletter beginning into a fully-fledged magazine now at 24 pages per issue printed in glorious black and white on glossy paper. *The Flyer* is printed every second month and covers every subject imaginable so long as it has fat tyres.

Race results are now a regular feature as the mountain bike crazy has now spawned a regular programme of competitive and non-competitive events.

The Fat Tire Flyer is available by subscription for \$US16.00 one year or



Fat Tire Flyer founder Denise Caramagno herself a formidable mountain biker who often finishes well up in the place lists of the numerous US off-road events.

\$US28.00 2 years. Write to: *Fat Tire Flyer* P.O. Box 757 Fairfax, CA 94930 USA. Make sure you enclose an overseas bank draft with the amount payable in US dollars. A few back issues are still available for \$US4.00 each.

To give *Freewheeling* Fat Tyre followers a taste for what is going on

Repco wins Bicycle of the Year Award

The Repco multi-purpose Mountain Bike won the 1983 Bicycle of the Year Award as judged by independent Cycle Dealers and awarded by the Retail Cycle Traders Association of Australia.



Repco quality and reliability was further evident with the now famous Repco Hotfoot Bicycles scooping the pool by winning the 16" and 20" BMX categories.

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in the US at the moment we present below a small sampler from the pages of the *Fat Tire Flyer*. Keep on flyin' Denise.

How to Cross a creek without taking a dive

A slow crossing will throw less water around, but you risk a bog-down and at least one muddy foot. However, if the thought of getting wet or muddy offends you, perhaps you should take up miniature golf.

Seventh Annual Appetite Seminar

From the beginning of the fire road the riders followed the traditional route first described in the Old Testament (FTF no1), over the top of Pine Mountain. Recent rainy weather had left the road very muddy, and in some areas thick clay could and did clog tyres to the point where they

wouldn't turn. One rider who tempted the gods by riding a skinny tyre touring bike with fenders was forced to remove his wheel to unclog his "mudguards". Bikes with caliper brakes seemed to have the most severe clogging problems due to the close clearance.

Of bikes and men plus one crazy lady

... we returned to our bikes and prepared to head back.

As we were doing so, two horseback riders came up the trail. "Alright, I'll ask a dumb question," said the cowboy. "How'd you get those bikes up here?"

The same way we got them back.

I did more riding this time. Once across the ravine the slight downhill eliminated the need to pedal and it was easier to concentrate on steering. I discovered in a rush that descending was not only possible but also fun, and touching a foot to the ground in

moments of crisis helped keep me upright from the ravine to the wash. Catherine Wells.

All about Mountain Bike Gearing

Off road mountain bikes are gearing differently from plebeian racing or touring bikes.

Frank Berto.



Fat Feedback

Fat Ones,

I want to congratulate you on the sheer enthusiastic exuberance of your publication. You clearly believe that balloons are the hottest thing since sunburn.

However, aside from race results (ho-hum) and advertising, the mags writing seems to be mostly fluff and little substance. (Some great pix, though.) You could better serve your readers with articles on riding technique hazards and safety, new equipment and how every manufacturer's cousin is hopping on the 'Cruiser' bandwagon, trail tests and comparisons. Also the racist sexist comix are truly tacky and will need to clean up their act.

All that said though I like your energy. Here's ten bucks for another year. I'd like to see where you go from here. See Kay's TECH TIPS in July/August is a good beginning.

Keep Klunking,
Scott Burton.

Technique — Saddle Height

The quick release seat post clamp is essential equipment for off-road bikes. When climbing, especially on loose surfaces, it is important to keep weight on the rear wheel to prevent it from spinning. This means that the saddle must be high enough to allow the rider to push hard when seated.

When descending the rider should lower the saddle, since pedalling efficiency is not necessary; the lower centre of gravity permits radical manoeuvres that are just not possible with a high saddle, for example those rooster trail slides that are popular with BMX oriented types.

Mountain Bike Club for Melbourne

Bicycle riders interested in forming a mountain bike/all terrain bike club in Melbourne area should contact Alan Hill (03) 380 9685 to express your interest. It is not necessary for riders to own an all terrain bike to join in on the club formation.

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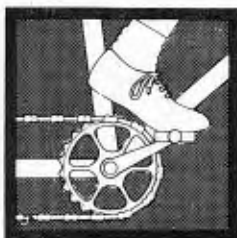
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Tandem Talk

by Paul Farren

How to Choose a Tandem

It's very hard to say what you should look for when buying a tandem; this depends on one's budget and the kind of riding you intend to do.

One way of differentiating is by price:

Machines costing \$600.00 and under.

These tandems will be built-up from parts of solo (normal) bicycles. Rare are the construction methods sound enough in these frames to guarantee sufficient strength to support the weight of two people under prolonged harsh conditions. In this price range are recently built basic machines suitable for suburban trips or short, lightly-loaded trips in the country. Usually equipped with 5 or less gears and barely adequate brakes, the design of such machines precludes long distance touring or carrying heavy loads. It is rarely worthwhile to put expensive components on such a machine with fundamental limitations in the frame.

Also in this price range are second-hand relics of the past — 30 years, and older, machines by Malvern Star, Raleigh, and numerous now-defunct manufacturers. These tandems are generally very heavy, very strong, and very stable to ride. In good condition, an old tandem is superior to many modern machines costing well over \$600.00. Look for over-sized frame tubes, even paint finish, especially near the lugs (where ripples in the paint indicate that the tandem has been involved in an accident). An old tandem will usually have 5 or less gears and not much in the way of brakes, so its immediate application is similar to a cheaper modern machines, i.e., short trips. To renovate an old tandem frame to modern standards of gearing, braking and lighting and load carrying capacity will cost about \$500.00 plus labour, but will often be worthwhile. All obscure replacement parts can be obtained through the T.C.A. (we keep a basic stock of parts but some things must be ordered from U.K.)

Machines costing \$600 — \$1200.

Second-hand modern tandems are about all one used to find in this prices range. However recently several Japanese, French and Taiwanese "off-the-peg" tandems are being imported into Australia. Look for over-sized forks and head fittings, eccentric front bottom bracket, over-

sized bottom bracket tube, plenty of space in the rear (23" or more) top tube, and cantilever brakes. For touring look for large-section tyres (now available in both 26" and 27") a wheel base of 60" or more, crossover drive, good mudguard clearance, provision for mounting packracks front and rear. Few of these features will appear on a \$500.00 tandem; most, if not all, should appear on a \$1200.00 version.

Frame size is very important, so make sure that both the front and back of the bike are correct size. 10 or 15 speed gears will be needed for any serious touring and this is an expensive item if it has to be added to the bike. Wheels and spokes should be strong and heavy duty, — this subject will be dealt with in the next issue.

Machines costing \$1200 upwards. In this category fall the purpose built, lightweight made-to-measure tandems. There are an increasing number of competent builders in Australia but they are still few and far between. (Unfortunately Stan Lang in

S.A., builder of the Southern Cross, has recently retired). Many people still choose the option of buying a tandem on their overseas trip, and bringing it back as personal luggage thus avoiding the significant tax payable. Ordering a tandem is a complicated subject in which personal prejudices play as great a part as scientific fact. Probably the best way to gain a balanced picture is to talk to as many people who tandem as you can find. Frame design, braking systems, cable runs, braze-ons and gearing are aspects which must be clarified for the builder and unless your bicycle shop is familiar with all these points some expensive and avoidable mistakes can be made.

The Tandem Club of Australia can be contacted by writing to the Secretary TCA, 71 Tivoli Road, South Yarra Vic. 3141. The TCA is not the only tandem club in the country. One of the objects of this column is to foster a growing interest in tandems so future editions will bring readers up to date listings of other clubs both local and perhaps overseas.

The Tandem Specialists



Christie Cycles are Australia's specialist tandem builders and outfitters. We have the knowledge and experience to equip tandemists for any kind of journey, town or touring, day ride or major expedition. Our custom made tandems are of the highest quality.

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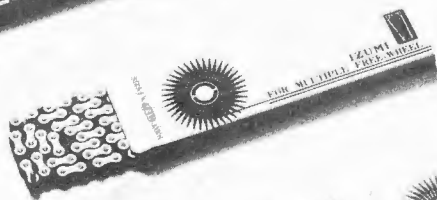
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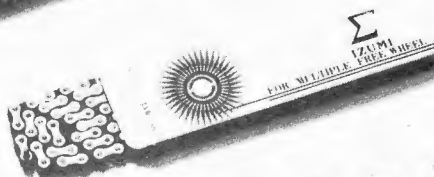


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Off the Saddle

by Clay Kesting

This column is about the sport of bicycle racing in all its varied forms, such as fitness, technique, equipment etc., that make bicycle racing the most exciting of all sports both for the spectator and competitor.

Knowing Your Knees — A Postscript!

David Holzman's article in the last issue of *Freewheeling* had some very good advice for sufferers from chondromalacia patella. However, knowing from my own experience that there is more that can be done both to lessen the effects of chondromalacia and also to correct problems which could cause it, I talked to Phillip Vasyli, a leading Sydney sports podiatrist, who has treated many cyclists.

Most of the cyclists that Phillip sees are suffering from tendonitis of the patella tendon or chondromalacia patella. Tendonitis is characterised by an acute sharp pain either on the top edge or below the patella (kneecap) where the tendon from the front thigh muscle (quadriceps) joins the patella. A tender spot can usually be located with the fingers. Tendonitis is usually caused by overuse, especially pushing big gears before the legs are properly conditioned.

Chondromalacia however is characterised by a dull ache around the kneecap which gradually worsens to a tightness in the knee with regular bursts of sharp pain. Eventually the cartilage behind the patella softens and becomes cracked and torn giving the common "grinding kneecap" effect. The basic cause of chondromalacia is structural abnormalities in the leg. Common problems are knock knees, pronation of the foot causing the ankle to roll inwards, a hip deformity (i.e. tight groin muscles which pull the knees inwards) and wide hips which increase the angulation of the thighs (especially common in women). These problems all cause the kneecap to track poorly over the femur (thigh bone) with resulting abnormal wear of the cartilage.

According to Phillip the treatment for both these pro-

blems is quite simple. Tendonitis is treated by reducing the mileage and especially spinning in low gears. Ice packs should be applied after a ride for a maximum of 20 minutes to reduce inflammation and promote healing. Aspirin is also very effective in reducing inflammation. The best treatment for chondromalacia is to correct the mechanical disorders by the use of orthotics. These are custom-made foot appliances which are moulded to your feet and fit inside both cycling and normal walking shoes.

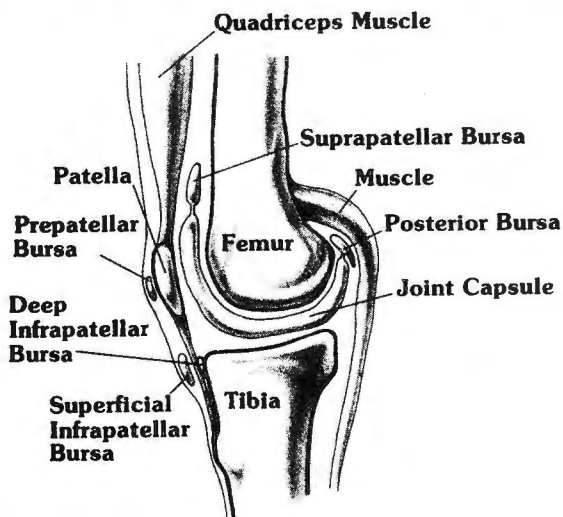
Since both tendonitis and chondromalacia cause pain there is a tendency to favour the good leg with the result that the muscles of the afflicted leg waste. This will increase the problem as the kneecap is not properly supported by the quadriceps muscle so a programme of strengthening and stretching exercises is essential. Phillip recommends these exercises:

1. Lie on your back with legs crossed over and pulling together. Holding the feet 10 cm. off the floor, pull the legs together for 15 seconds, then relax. Do this exercise twice for each leg.

2. Sitting on a table with the foot of the injured leg resting on a chair, lift a 5 kg. weight up and down 15 times slowly. The lower leg should pass through the last 15 degrees of movement as this strengthens the vastus medialis (the large muscle above and to the inside of the kneecap) which aligns the kneecap. If this exercise causes discomfort, lie on the floor and lift the same weight 60 cm. off the floor with leg straight. Do two sets of either exercise for each leg.

3. Quadriceps stretch. Hold the top of one foot behind you with the opposite hand and pull the heel gently towards the buttock. Keep the hips pushed well forward and hold for 30 seconds. Repeat twice for each leg.

Foot placement on the pedal is also important. Some recent articles both here and overseas have suggested that the foot should be allowed to go to its most natural position. Phillip disagrees and recommends that the foot should be



held straight in the pedal as this is biomechanically correct. Any other position is compensating for an abnormality which should be corrected otherwise knee pain may result. In the next issue I will show a simple method for fixing the shoe blocks so that

the foot is in the correct position.

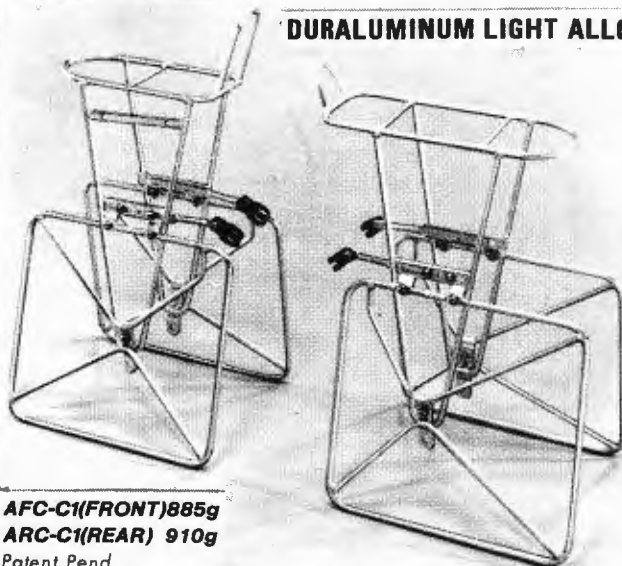
Following this advice I have controlled my own chondromalacia and tendonitis to the point where I can ride more than 200 km. in a day and race using big gears without any ill effects.



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For tourers we have the three Traveller models (left above), all catering for different levels of experience. If you are just starting out the Traveller 1 offers good value at the rock-bottom price of \$279. Traveller 1 features strong steel rack and comfy touring saddle.

More experienced bicycle tourers will prefer the Traveller 2 as an ideal first touring bike or replacement for an existing machine. This bike is available with high quality Japanese high tensile frame (mixte style available at no extra cost), alloy quick-release wheels, touring gears, alloy pannier rack, anatomic saddle, toe-clips and straps and sponge handlebar covering, all for \$359. For the expert and long-distance tourer the Traveller 3 is the ideal bicycle. This machine features a quality double-butt mangalloy frame with cast drop outs and double eyelets, bar-end gear

controls, all alloy components including pannier rack and quick release wheels, anatomic saddle, toe-clips and straps. Excellent touring value at \$485.

Fitness enthusiasts will find in the lightweight Sportif range (right above) a bicycle to suit their needs.

The Sportif 1 for starters features high tensile frame, cotterless crankset and alloy brakes all for the low price of \$259. Sportif 2 the popular sports model features alloy quick release wheels, alloy cotterless chainwheel set, Dia Compe alloy brakes, toe-clips and straps. \$349.

For the sports enthusiast and triathlete the Sportif 3 is the right bike for fast conditions. This superb lightweight features chrome moly frame, alloy quick release wheels, high quality rims, alloy micro adjustable seat pillar and cotterless alloy Sugino chainwheel set. Excellent value at \$425.

All Woolys Traveller and Sportif bikes come with a 10 year guarantee on frame and forks and 12 months guarantee on components. Woolys also provide a free service 30 days from purchase date.

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Graecross Constellation

At last, positive gear shifting

For many years now there have been attempts by component manufacturers to introduce a derailleur mechanism that could give positive shifting.

An example: In traffic conditions or during a fast take off from an intersection it is vital to be able to accurately select the exact gear in a change progression. More often than not the right gear is not selected and loud clattering and grinding sounds are often the result. Because the standard gear change mechanism has no exact position, changing is often reduced to guess work.

To the experienced every day rider it's all part of the fun — crunching gears that is. To the casual and novice rider it's one reason more why bicycle technology is unnecessarily imperfect. Recently the SunTour company released a new click stop gear change mechanism called the Trimec system. The gear set-up uses a click stop lever set coupled to a special

derailleur not unlike the successful Shimano Centron types.

This system is now fitted to Graecross Constellation bicycle. The model tested gave impressive gear shift performance even in heavy traffic conditions. Not once was gear crunching a problem. The gears were selected up or down with a simple click shift of the rear lever control. The front gear lever control does not have click stops as the simple two position movement of the front derailleur is not a problem to the cyclist.

The device works by building a certain amount of free-play into the derailleur which accounts for the necessary overshift to select the next gear. The derailleur self centres once the chain has meshed with the selected cog. The action of the chain provides the force for this centering motion.

One other interesting point with the derailleur is that it is a straight

parallelogram type — one of the first of such types to be included in the SunTour catalogue.

On the road the bike handled well. The short top tube of the frame gave the bike a slightly upright feel which was quite comfortable in city riding.

The steel rims and steel frame put this bike into the standard ten-speed adults sports class. Gearing was adequate for sports use but was a bit of a strain on Sydney or Brisbane hills.

The Dia Compe brakes worked as well as they could on the steel rims. I would recommend that leather pads be fitted to improve braking in the wet.

Over all a very comfortable bike to ride. The gear system is a winner, however, it is recommended that until the user understands how the derailleur is set up, all cable adjustments should be made by a qualified bicycle dealer. The factory set up model hasn't crunched yet.

Graecross Constellation

Suggested Retail Price \$292

Sizes (cm) 53, 58, 64

Size Tested 58

Frame Steel frame. Pressed drop-outs and fork tips. Brazed-on B/B cable guides and kick stand mount. Tange MA60 headset. Allen key seat bolt.

Head tube angle 72°

Seat tube angle 72°

Bottom bracket height 285mm

Fork rake 55mm

Wheel base 1065mm

Chain stay 445mm



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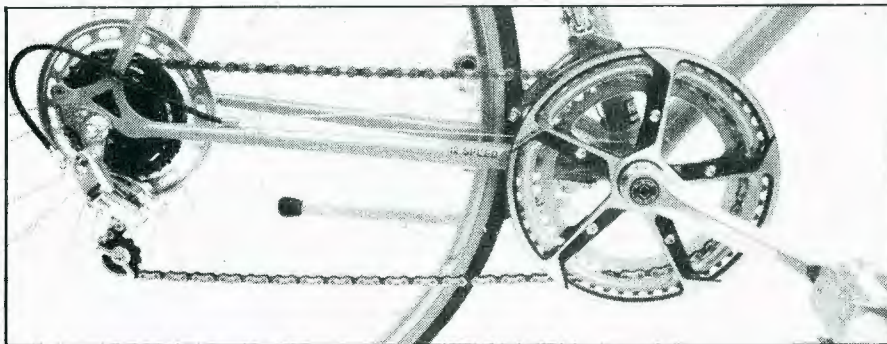
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The heart of the Constellation's excellent gear-ing system: The SunTour Trimec rear derailleur. Note the double articulated pulley system.



The Constellation's gear train showing the Trimec derailleurs and Sugino No. 6 chain-wheel set.

Transmission

Chainwheel Set: Sugino No 6 alloy cotterless with steel rings, 165mm cranks

Chain: DID Lanner

Derailleurs: SunTour Trimec front and rear

Freewheel: SunTour Perfect

Gear Levers: SunTour Trimec

Wheels

Rims: Ukai steel 27 x 1 1/4

Hubs: Suzue alloy small flange, quick release front, bolt-up rear

Spokes: 14 gauge cross four pattern

Tyres and Tubes: IRC High pressure 27 x 1 1/4

Equipment

Pedals: KKT AE-5 alloy with steel half

clips fitted

Brakes: Dia Compe 730/730 with extension levers fitted to levers. Q/R on levers.

Handlebars: WIN drop type alloy

Handlebar Stem: WIN alloy 80mm allen key bolt type

Handlebar Covering: Cloth tape

Saddle: Takahashi Panamax vinyl covering

Saddle Pillar: Alloy straight type

Rack(s): Not fitted

Frame Mounting Eyelets: Single only

Gearing

	40	50
14	X	96.4
17	63.5	79.4
20	54.0	67.5
24	45.0	56.3
28	38.6	X

Spokesman No.1 Sports

Freewheeling
ROAD TEST



A while back we reviewed a very good touring bike from the Spokesman. This time we have tried a machine more suited to the sports user.

The Spokesman No. 1 was tested using a small framed bike. To see how the shorter rider could be catered for we gave the bike to a couple of

younger riders and checked their reactions.

The general response was favourable. This lightweight bike is well set up with medium-quality alloy components including quick release wheels.

The bike handled well and gear

changing with the SunTour down tube shift levers was acceptable. The gear range fitted allows for a younger or less fit rider to climb a few Brisbane or Sydney type hills with ease and the excellent vinyl covered anatomic saddle gave a comfortable ride.

A nice touch on this bike was the red brake outer cables and red handlebar tape contrasting with the bright canary yellow paintwork.

The frame is well finished chrome moly plain gauge tubing of Japanese manufacture. A set of waterbottle mounts are provided on the down tube.

One interesting feature pointed out by the young riders was the Pista shape handle bars. These racing style drop bars are more rounded than conventional alloy drop bars and were found to be less comfortable in long riding situations.

The 51cm frame allowed sufficient clearance between the front wheel and toe clips. This clearance should always be checked on 51cm size frames as often the wheel base is too short to allow a safe clearance.



A three-quarter view of the Spokesman No. 1 Sports. The frame provides good clearance for mudguards and toe clips/straps are fitted as standard. A choice of gears is also available on this well built machine.

Spokesman No 1 Sports*

Suggested Retail Price \$359

Sizes (cm) 49, 51, 53, 56, 58, 61, 64, 66

Size Tested 51

Frame High-tensile double-butt

tubing. Cast drop-outs and fork tips. Brazed-on cable guides for brake and gear cables. One set bidon mounts and screws. Box welded fork crown. Tange MA60 headset. Recessed hex key seat bolt.

Head tube angle 72°
Seat tube angle 71.50 (varies up to 73° on 61-64 frames)
Bottom bracket height 285mm
Fork rake 50mm
Wheel base 1045mm
Chain stay 455mm

Transmission

Chainwheel set: Sugino Super Maxy, alloy cotterless 170mm cranks.
Chain: Sedis sport
Derailluers: SunTour Road VX, GT on rear.

Freewheel: SunTour Perfect 5-speed
Gear Levers: SunTour Road VX down-tube

Wheels

Rims: Araya 27 x 1 1/4 high pressure
Hubs: Sunshine alloy quick-release small flange
Spokes: 14 gauge cross four pattern
Tyres and Tubes: IRC High Racer 27 x 1 1/8 HP Schraeder valve

Equipment

Pedals: KKT Top Run alloy cage.
Brakes: Dia Compe 730/730 quick release on lever
Handlebars: Nitto Pista style
Handlebar Stem: Technomic 80mm
Handlebar Covering: Cloth tape
Saddle: Selle Italia Vinyl anatomic

Saddle Pillar: Alloy straight type
Rack(s): Fitted to order
Frame Mounting Eyelets: One set F&R only

Gearing

	40	52
14	X	100.3
17	63.5	82.6
20	54.0	70.2
24	45.0	58.5
28	38.6	X

*The Spokesman cycles supply their bikes in either of two frame types and two component sets — touring or sports use. See review in *Freewheeling* 21 for an example of a touring bike built around the other frame type — The Spokesman No. 2 Touring.

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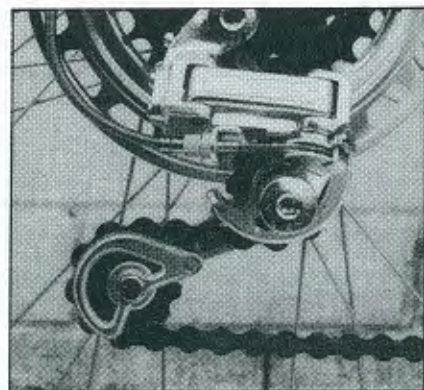
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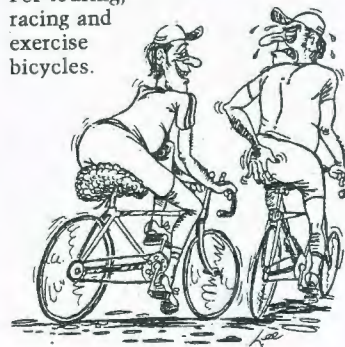
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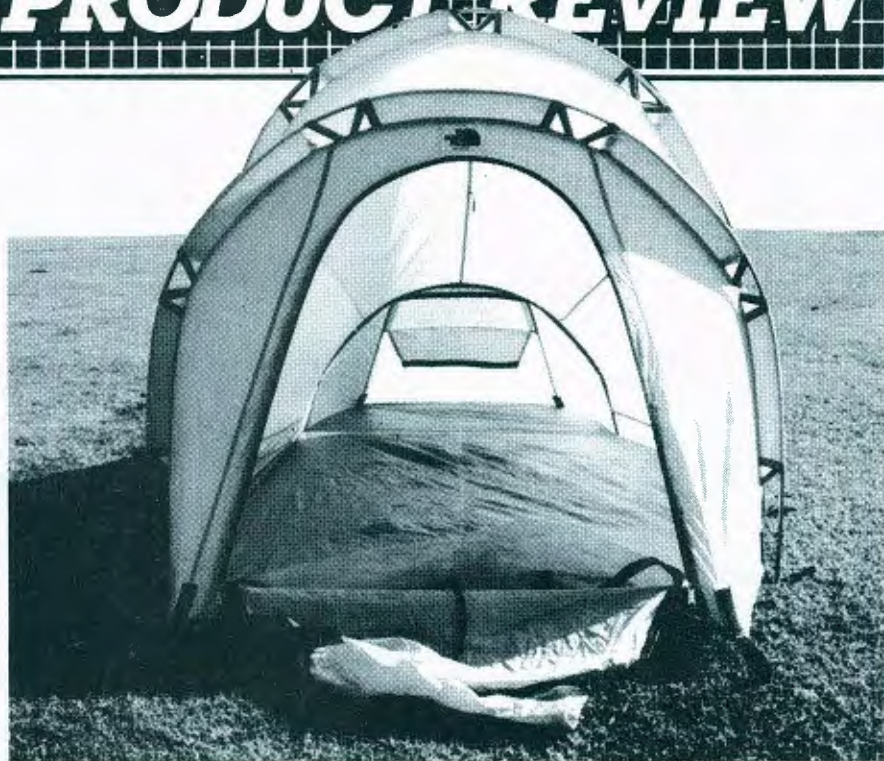


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Freewheeling PRODUCT REVIEW



View of the interior of the Westwind less fly sheet. The dual doors (fly screen and nylon) can be seen. The ventilation window (screened) at the opposite end has a velcro fastened flap.

Westwind A Tent for tourers

Remember the old two person tent? They have changed beyond recognition now. Gone are the telescopic end poles suspending a ridge rope. Gone too are the flat sides which used to flap in the wind and give the feeling that if the force of the elements increased your shelter would be blown away.

With some designs you had to be a boy scout or girl guide to tie the innumerable cords which kept the tent up. If your knots were bad you didn't get a very restful sleep. If it rained the tent sagged and you got wet.

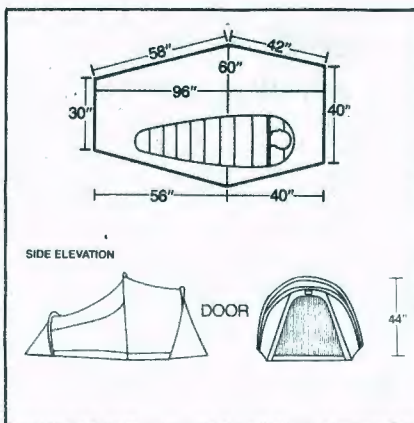
A few years ago tent manufacturers began to reinvent the portable shelter. New materials became available which could perform in ways never imagined before. First came nylon fabric. Nylon cloth is very strong yet light and flexible. With proofing techniques improved it became possible to make a nylon tent cloth that was light yet waterproof.

The other major advance came by way of the aircraft industry. Aluminium poles were produced which could be bent into the shape of an arc. When these were anchored to the ground a nylon skin could be stretched across them providing a

simplified version of the geodesic dome. In short the tent lost its walls and instead became a roof only.

Arc or dome tents are very easy and quick to assemble. Inside they are usually very roomy with excellent head height. The roof arc gives a wonderful feeling of space and a circle or dome is a much more attractive shape than square walls and corners.

The North Face Westwind is not the first of this new breed of tent to



interest the cycle camper and it certainly will not be the last. In future issues we will be reviewing other models from different manufacturers.

Westwind is a lightweight two person tent which folds up into a very compact shape. Its shop packing is more suited to back packing as it comes rolled up in a long bag with the poles in the centre. For easy cycle touring the tent was repacked into its three elements, tent, fly and poles. Each tent package easily fitted into front panniers while the poles and pegs packed inside a pole bag were strapped along the length of the rear rack.

The tent consists of an inner tent with a 'breathable' roof section and a sewn in waterproof floor. The end panels are of proofed material and contain the tent's opening — a zippered door and zippered ventilation window. The door opening also has a zippered insect screen door for summer use.

The fly stretches over the tent when erected and pegs down snugly to the side pegs of the main tent. Additional stormguys for the fly are also provided but these would only be needed in severe wind conditions.

This tent on first appearances looks a little like the covered wagons seen in Hollywood westerns. It gets its strength and appearance from the three flexible aluminium poles which arc across its width. These poles are hollow and have shock chord running through their centres. Once the disassembled poles are straightened they snap together by the action of the shock chord.

Construction was of a high standard with double stitched seams common throughout. The tent was quick and easy to put up and did not require complicated knots and chord fixing. In fact no knots are needed. The very few guys all have aluminium sliders fitted.

The only problem with the tent is one which is common to all nylon walled tents — condensation. Even in dry conditions the human body puts an enormous amount of perspiration off into the atmosphere. Most nylon tents rely on good ventilation to carry away the moisture. As the nylon surface is cool and non-absorbant, moisture tends to condense on it. With humid conditions or a heavy dew the condensation is enough to sometimes dampen the surface of sleeping bags which touch the walls. Condensation was lessened if the fly was not used and in windy conditions was minimal.

Overall this efficient lightweight tent is an excellent shelter for cycle touring. A joy to use.

Westwind weighs 2.55 kg and comes complete with pegs and poles.

At \$465.00 (approx retail) it represents good value for this type of shelter. Dome type tents cost upwards of \$300.00. Distributed by Paddy Pallin Pty. Ltd.

Jan/Feb'84 UPDATE

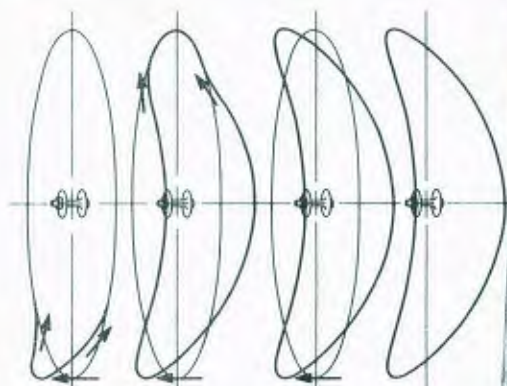


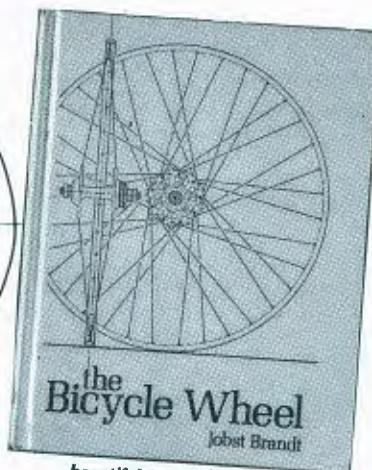
Fig. 14 Wheel collapse

In sum, *The Bicycle Wheel* is worthy of its subject, full of good advice and sure to set many aspiring builders straight. Even experienced builders who already know what they need to know will be unable to resist the low price, stunning illustrations, and clever perspective on the real issues in wheel design. We "old timers" can only be jealous no such material was available when we were learning.()

Bicycling May 1982

Now in Australia
a new book for
the technically
minded biker.

The Bicycle Wheel

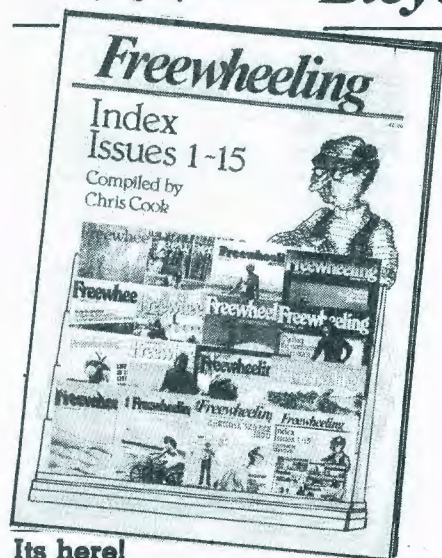


beautiful hardbound edition



As well as the white chinese shirts we had some 100% cotton buff coloured shirts printed. These are only available in 12 and 14.

A total of only 150 shirts were printed so hurry while stocks last. These shirts cost \$8.50 each plus \$1.00 postage and packing per order. (No p & p if included with other mail order items.)



Its here!

The Freewheeling Index

At last the publication that completes any *Freewheeling* set — the Index of Issues 1 — 15.

This valuable reference is your key to the many technical articles, reviews, tour guides, reference articles and travel pieces locked away within the first fifteen issues of *Freewheeling*.

The index lists items under subject title and author with a special handy map reference to the many tour guides published so far.

If you are planning a tour or want to look up some important cycling fact then the Index 1 — 15 can be your key to the information.

The Index is illustrated with original cartoons by Phil Somerville making it a truly unique publication.

Order your copy today. No *Freewheeling* subscriber should be without one. \$2.00 plus packaging and posting. (\$2.80 or \$2.00 enclosed with your next mail order.)

Tee-Shirts Galore

Freewheeling limited edition Tee-Shirts are still available in the following designs. Once stocks have been exhausted the particular style and design will no longer be printed.

1983 Freewheeling Sydney to the 'gong Bicycle Tour Official Tee-Shirt

This year we decided to break away from last years formal logo design and produce a friendly shirt which could be worn of any occasion. We also decided to print these on 100% cotton and were lucky to be able to offer some sizes in the fashionable chinese style shirt with set-in sleeve and round neck. Out entire stock of 14—16 shirts sold out during the tour and a very limited number of shirts are available in 16—18 and 18—20 sizes.

By special request

A very small print run of this years Tour Guides tee shirts has been printed. These bright yellow shirts in cotton/polyester fabric with raglan sleeve are printed on the front only with guide insignia, Michelin man on bicycle and safety stripes.

They are available in all sizes from 14 to 20. Next years guides shirts will be a different design and colour so these shirts are a unique souvenir of the '83 tour.

The shirts cost \$5.00 each plus \$1.00 per order postage and packing. (No p & p if included with other mail order items.)

Freewheeling — One for the Road

Our own design shirt still selling well in Pink, Blue, White or Buff poly/cotton with raglan sleeve. This 2 colour designer shirt was printed as a limited edition. Some colours in some sizes have sold out. Remaining shirts are available in the following sizes and colours: 10, 14, 16, 18, 20.

Please specify alternate colour in case 1st choice colour sells out.

These shirts cost \$7.50 plus \$1.00 postage and packing. (No p & p if included with other mail order items.)

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Carried forward to next column.

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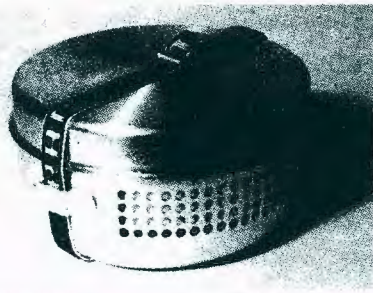
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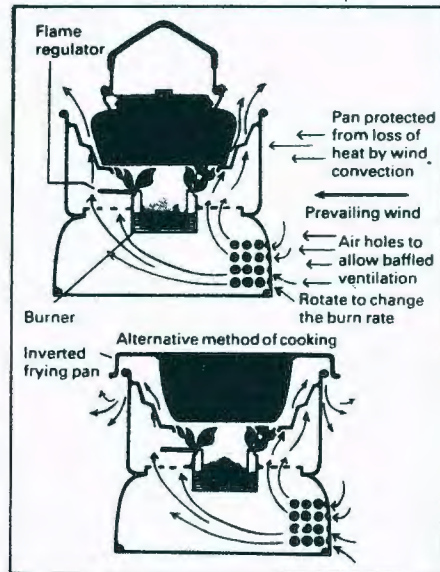
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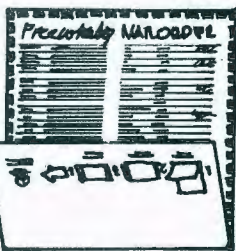


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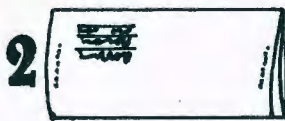
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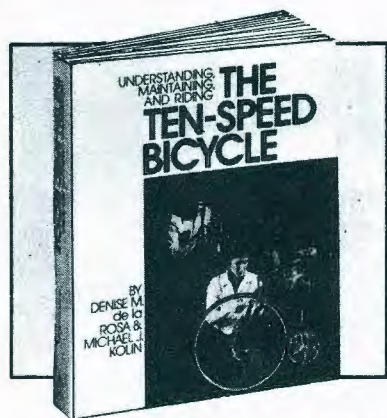


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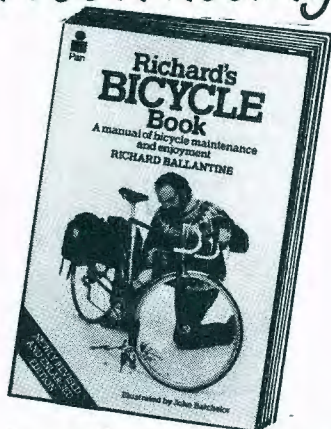
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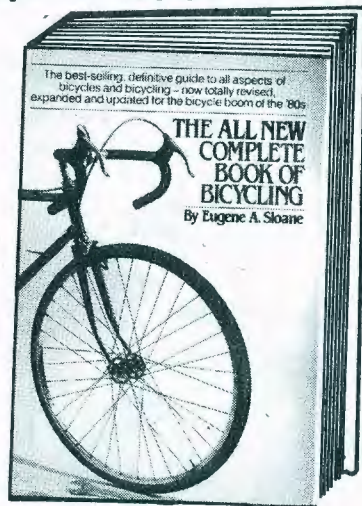


Eugene A. Sloane's Bicycle Maintenance Manual

This big and informative book fills an important gap in the bicycle do-it-yourself field. For a long time there has been a need for a comprehensive and

up to date book dealing with basic ten-speed (dérailleur gears) maintenance. Now the author of *The Complete Book of Bicycle*, the best known modern bike book has compiled this guide especially for maintenance enthusiasts. Well illustrated with clear black and white photos, charts and line drawings. Recommended.

Paperback 352 pages.



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by Eugene A. Sloane

This massive book is one of the most popular bike books to come out of the USA in recent years. It is illustrated with over 500 photographs, diagrams and drawings and covers every aspect of modern day bicycle. This new updated and expanded version is designed for cyclists of the 1980's. The book covers bike selection, maintenance (a huge maintenance section is included), health and fitness, clothing, touring, sport, commuting and much more.

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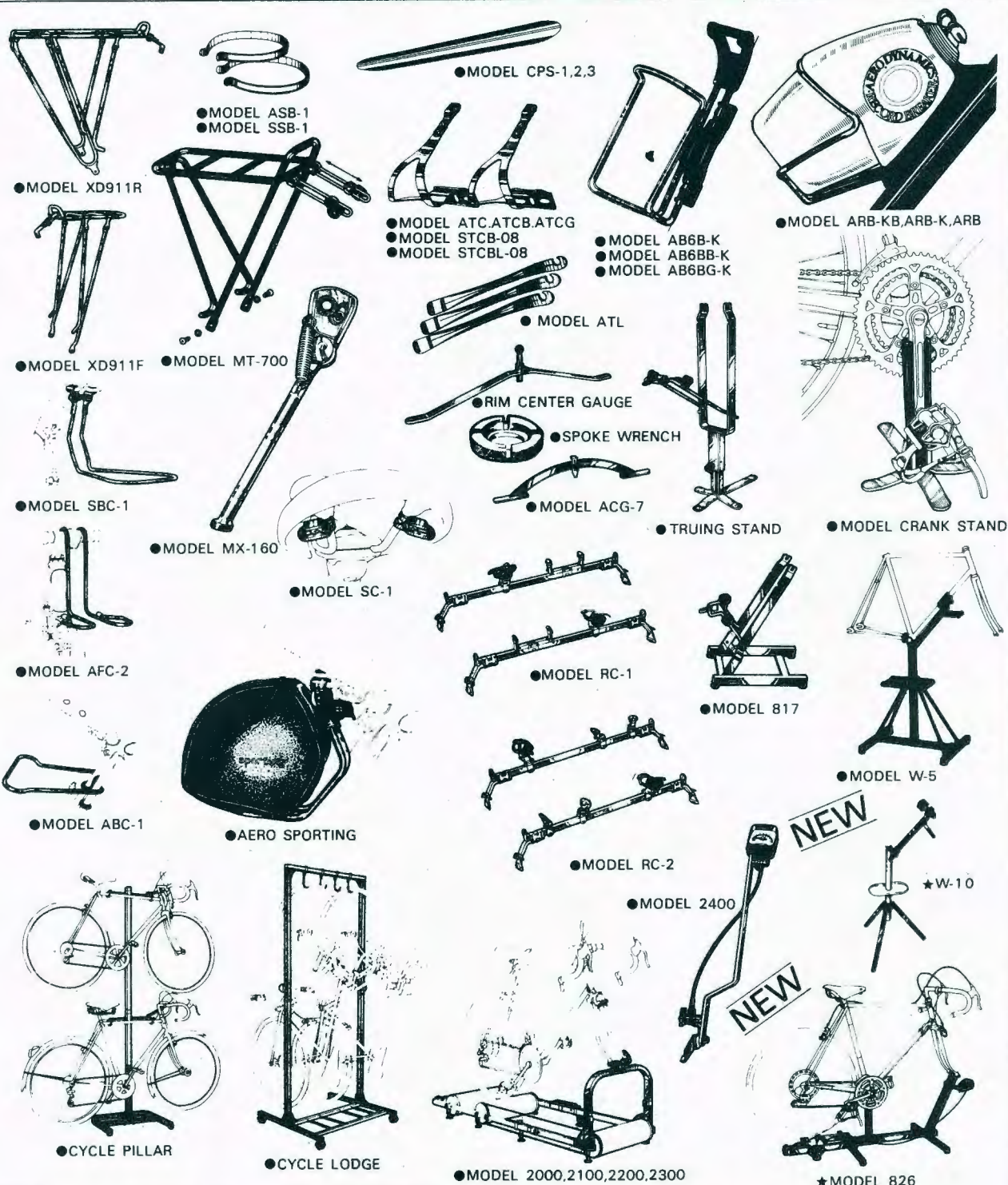
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One for the Road



Australian to attempt World Speed Record

World Champion bicycle pursuit racer Steele Bishop will attempt to break the world speed record for a bicycle which now stands at 94 km/hr.

The record attempt will be ridden on a specially designed recumbent machine designed by Lachlan Thompson of Melbourne. The bike's frame and mechanics built by Hillman Cycles, a Melbourne

bicycle dealer will be enclosed in a special aerodynamic faring.

The designer, Lachlan Thompson, is seen here testing the road handling of the basic mechanism.

Steele is confident of smashing through the 100 km barrier and he will make two attempts — one in Australia and the other later in the USA.

Bicycle Committee gets Funding

The State Bicycle Committee of Vic-



toria has received a solid commitment from the government to support its work in the bicycle planning area. The SBC will receive a budget allocation of \$1 million in the coming year plus about \$1 million from the Federal Government's Jobs on Local Roads programme.

The Committee has also approved the public service position of State Bicycle Planner who will provide liaison between all of the various government departments involved in the bicycle planning scene.

In addition to this good news, the chairman of the Road Construction Authority, Tom Russell has promised that the job of Bicycle Facilities Engineer will be created within the RCA. This move is of interest to cyclists in NSW where the Department of Main Roads continues to provide inadequate facilities because of an institutional ignorance of the special needs of the bicycle user.

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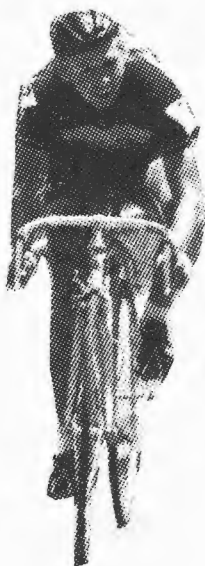
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Write On

On The Record

It was my pleasure to take part in your 'Sydney to the 'gong' Tour in November. I found it most enjoyable. The company of the other cyclists, the easy way the distance was covered and the organisation in returning us to Sydney was most impressive.

Being blind and riding a tandem I really appreciate *Freewheeling* magazine and would appreciate it if it could be read onto cassette, to be passed onto any other interested parties. If this is possible I would be pleased to send blank cassettes to the reader.

Hoping to hear from you.

John Ansell,
7 Kiewa Place,
Kirrawee, NSW 2232

Cyclocomputer

Concerning Warren Salomon's product review (June/July 1983) of the Cat Eye Cyclocomputer — the main reason I bought the unit was for the maximum speed function. So although this may be a gimmick, it is justified by knowing how fast I was going when I passed that car!

Also, concerning Warren's report (Jan/Feb 1983) of the Araya Mountain Bike. There is a reference to the Californian Repack Hill — if mountain bike owners wish to test their machines they should ride to Hellgate Gorge in the Kanangra Walls area — 550 metres in 2½ kilometres! Who said such trails were not available? If any dirt riding fanatics wish to know other such areas exist, feel free to contact me on: (02) 638 3333 after hours.

Keep up the standard of your fine publication.

Damian Gore
Ermington, N.S.W.

Cyclists' Horror Plunge!

What do we, the two-wheel travellers, have to do to get press coverage in this city? We staged what must have been one of the biggest demonstrations of cycling strength on Sunday, October 16th and all we get is 35 seconds of video on one of the Network News bulletins. No mention on any other television station or a newspaper of the 1000—2000 strong crowd that rallied in the Domain. We ruled Sydney's streets for a day, O.K. Yet the Packers, the Murdochs and the Fairfax's said nothing. It stinks!

We know that we exist but door-slamers and politicians don't seem to recognize us. The former drive right over the top of us, while the latter think we are a bunch of adults who haven't quite grown up. They

chuckle and point at us and head off to plan the next freeway.

Perhaps we should have all leapt off the bridge like Lemmings that morning, then coverage would have gone worldwide. 'Cyclists' Horror Plunge' would have read the tabloids, while our commercial national networks would have shown the plunge from 75 different camera angles.

On a more serious note may I say what a great job B.I.N.S.W. and A.C.U. did in getting The Ride of the Century off the ground.

Ian Rhodes
West Pymble, N.S.W.

Bike of the Year?

It is quite probable that many of your readers are wondering at the absence of the name Apollo among the list of winners in the Retail Cycle Traders of Australia inaugural bike of the year award, the results of which were featured in your November/December issue.

Unlike the motor vehicle industry where the car of the year is selected by independent motoring authorities and all makes of cars can receive consideration in the bicycle industry makes of bicycles which are not freely available to every retailer are excluded from consideration.

Apollo Bicycles was established by the World of Wheels Group of specialist bicycle dealers and are therefore available only through WOW outlets of which there are now 82 stretching from Darwin down the East Coast and around to Adelaide.

Therefore although Apollo now represents a significant proportion of the quality bicycle market in Australia they and other brands, with which your readers are familiar, do not participate in this particular contest.

Whilst I have pen to paper I must congratulate your magazine on the success of this years Sydney to the 'Gong ride.

We had a group of seven, staff members and friends, take part in this ride and I went along as their refreshments support vehicle.

I think it was a great effort to get so many bike riders to the Gong in such a well organised manner and of what I saw of the day I could not fault it in any area whatsoever.

Our group had a great day and as a regular local suburban rider I have already started training to ride, instead of driving, in next years event as I saw older guys than me happily pedalling their way to the Gong.

J.M. CARROLL
Managing Director
APOLLO BICYCLE CO. PTY. LTD.

Sydney/Gong Feedback

I enjoyed myself so much on this year's tour that I thought I'd give you some feedback.

My right shoulder blade is throbbing but it seems worth it for the sense of achievement I feel in having cycled from Sydney to Wollongong.

I felt the competitiveness of the black stretch shorts brigade could have put off many 'fun' riders — especially the women. To be constantly greeted with patronising comments like 'you made it, dear', 'Oh, there you are. I wondered what had happened to you', or 'You got up the hill I see' was really galling. The guides (some) were not beyond giving the odd paternalistic comment either. Also obvious tit-gawking is not appreciated as you approach a guide on a sharp bend.

I was disappointed there were not more women riders. If my own experience is any guide I guess they thought it was going to be too far to ride. I hadn't ridden for 3½ years but a friend and I did a practice ride of 4 hours the week before and I found that this gave me the confidence I needed. Perhaps if there were a few half day rides organized during the year as a leadup to the Sydney to the 'Gong Ride it would encourage more 'fun' riders and less of the speedsters.

It was great to see so many families cycling together and so many young kids. Perhaps you could send info out to the schools (lots have cycling as a sport). There are ways of sending material through the department's internal mail system so you can save on the postage.

Having Rosie Doyle as the lead cyclist was a great psychological advantage for women riders — we need a role model even if she does wear black stretch shorts! Where, oh where, were all those women cyclists I see on the roads every day?

I thought the organisation was terrific and the clear instructions made for a safe and fun ride. I felt so confident cycling in a group — the cars had to take us into account for a change.

The stop at Austinmere was wonderful — the swim was just what I needed after Otford Hill and the speed down. It added to the leisure of the day.

Pity the media didn't see it as an event worth covering. 750 cyclists on Broadway is a powerful image!

Congratulations on your organisation. See you again next year!

Jennifer Levy
Dulwich Hill, N.S.W.

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A BURNING MEMORY

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And anyone who's ridden down a long hill and watched a tubular begin to crawl off a rim might well come to the same conclusion.

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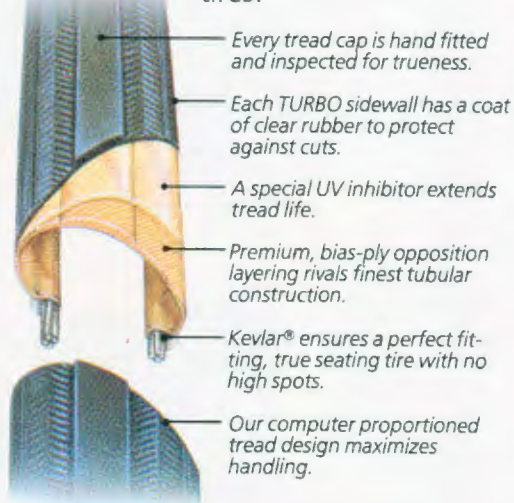
PERFORMANCE IS MORE THAN SKIN DEEP.

But our winning ways extend beyond our famous tread pattern.

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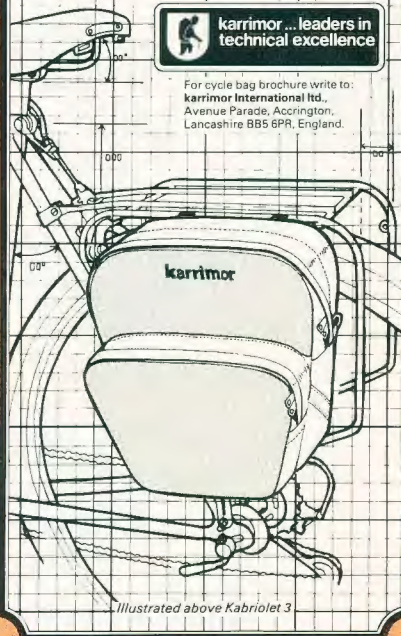


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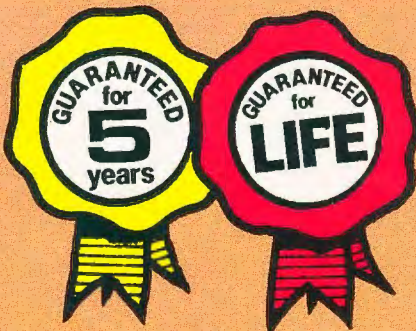
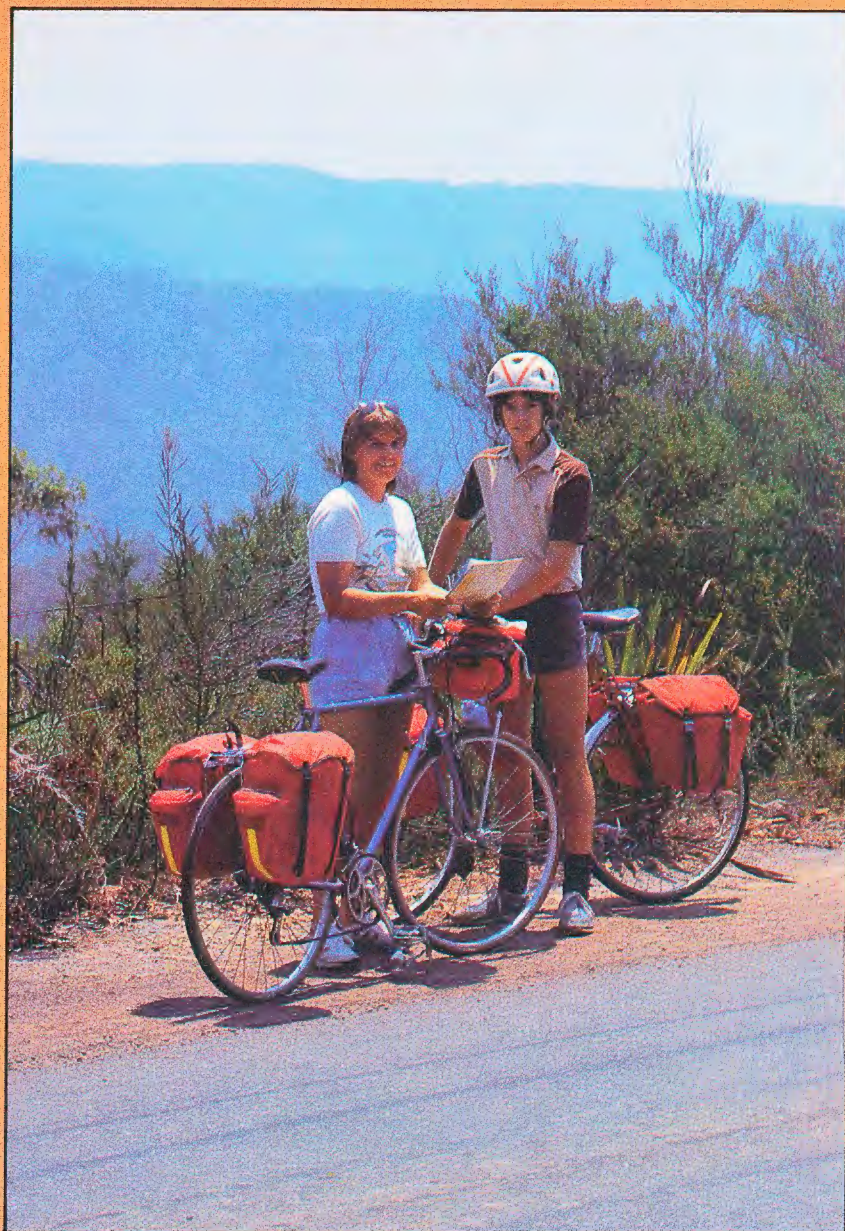
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P.O. Box 135 Beaconsfield NSW 2015



* Lifetime and 5 year guarantees cannot apply to bags brought by professionals, outdoor centres or activity groups. Not transferable. (KS-100e and Silvaguard are registered trade marks.)

KS-100e

KS-100e is made exclusively for Karrimor and combines the appearance of cotton duck with the strength, lightness and proofing of our nylon. We guarantee it for the lifetime of the user*.

SILVAGUARD

Silvaguard is designed by Karrimor and is 70% stronger; 10% lighter and more stain resistant than ordinary nylon. We guarantee it for 5 years*.